EIGHTEENTH ANNUAL REPORT (1983)
OF THE PRESIDENT TO THE CONGRESS
ON THE OPERATION OF
THE AUTOMOTIVE PRODUCTS TRADE ACT
OF 1965

5362-09

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I. SUMMARY

North American motor vehicle sales recovered in 1983 after declining for the last five years. Motor vehicle sales in the United States rose 16.7 percent, and sales in Canada jumped 17.4 percent above 1982 sales. Motor vehicle production increased for the first time in five years in both the United States and Canada. Factory model changeover and plant renovations idled production in Canada during the summer of 1983. Consequently, the United States demonstrated a larger percentage increase in production for the year. Import penetration in the United States (excluding Canada) dropped from 25 to 23 percent of the motor vehicle market, with import sales rising 7 percent above the 1982 level. In Canada, import penetration fell from a peak 29 percent in 1982 to 24 percent in 1983 even though imported car sales remained unchanged.

Total automotive products trade between the United States and Canada surged 29 percent above 1982 trade to $31.3 billion in 1983. U.S. automotive exports to Canada increased substantially by 31 percent, and corresponding imports from Canada rose 27 percent. This increase primarily reflected the expanded volume of both Canadian

and U.S. car and parts shipments between the two countries. The result was a U.S. automotive products trade deficit of $2.6 billion in 1983, as compared to $2.3 billion in 1982. This was the second consecutive year that the United States recorded a trade deficit with Canada and was the first two-year deficit since 1972. The net change from a surplus in 1981 to a deficit in 1983 represents a remarkable swing of $4.06 billion in trade between the United States and Canada.

The 1982 turnaround in the combined trade of cars, trucks and parts continued in 1983 and substantially contributed to the U.S.-Canadian trade deficit. Induced by stable gasoline prices, U.S. consumers continued to demand the larger cars, which Canada produces; thus, Canadian exports increased as manufacturers drew heavily on their Canadian operations to meet demand in the United States.

Employment in the U.S. automotive industry in 1983 increased for the first time in five years. Average monthly employment was up 9.5 percent in 1983 compared to a decline of 12 percent in 1982. During 1983, employment in the Canadian automobile industry jumped 10.6 percent from the 1982 level, after falling 7.6 percent the year earlier. In the United States, expenditures for new plant and equipment by the "big four" car manufacturers fell 29.6 percent from the 1982 level and were 39.7 percent below the 1979 peak level. Expenditures in Canada jumped in 1983, rising 69.0 percent from the 1982 amount. Capital expenditures in Canada increased at a

greater rate than in the United States because of the renovation of plants for the newly designed models sourced in Canada. The Canadian share of U.S.-Canadian investment in new plant and equipment was 12.9 percent in 1983; compared with 6.1 percent through 1965-1979; 14 percent through 1980-1981 (when Ford and General Motors were constructing component plants in Canada); and 5.8 percent in 1982.

II. BACKGROUND

Before 1965, Canada had an inefficient automotive industry that was protected by high tariffs and designed to serve a relatively small domestic market. Measures taken by the Canadian government, however, to improve production and increase exports irritated economic relationships with the United States. As a result, the two countries signed the Automotive Products Trade Agreement which allowed both countries to develop a more rational and efficient automotive industry without harming the Canadian automotive industry. The Agreement, signed on January 16, 1965, created the basis for an integrated automotive industry by removing duties on qualified trade of specified motor vehicles and original equipment automotive parts between the two countries (see Appendix 1).

Article I of the Agreement sets forth the following: (a) the creation of a market for original equipment automotive products within which full benefits of specialization and large-scale production can be achieved; (b) the liberalization of U.S. and Canadian automotive tariff barriers and other factors impeding trade to enable the industries of each country to participate on a fair and equitable basis in the expanding total market of the two countries; and

(c) the development of conditions in which market forces may operate effectively "to attain the most economic pattern of investment, production and trade." The United States and Canada further agreed

to avoid actions which would frustrate the achievement of these objectives. The Agreement is of unlimited duration, but each government has the right to terminate on a 12-month notice.

The Agreement, as implemented in the United States by the Automotive Products Trade Act of 1965 (APTA) (see Appendix B), resulted in the removal of U.S. duties on specified new and used Canadian motor vehicles and original equipment automotive parts only from Canada. As a consequence of the APTA, the United States was required to obtain a waiver of its General Agreement on Tariffs and Trade (GATT) obligations concerning most-favored nation (MFN) tariff treatment. The GATT approved the waiver in December 1965 for specified motor vehicles and original motor vehicle equipment (automotive parts). President Johnson proclaimed the tariff modifications effective, retroactive to January 18, 1965 (see Appendix C).

Canada implemented its part of the Agreement somewhat differently. It granted duty-free treatment to specified new motor vehicles and original equipment parts on an MFN basis to all automotive manufacturers who had production facilities in Canada at the time of negotiation for the Agreement. As a result, Canada did not obtain a GATT waiver for its Order-in-Council, thereby making duty-free treatment effective January 18, 1965.

In recognition of the need for a transition period for the smaller, higher-cost Canadian industry to adjust to the competitive pressures, several restrictive measures were set forth in Annex A to

the Agreement. These measures stated that: (a) only certain Canadian vehicle manufacturers could import automotive products free of duty; and (b) that only those manufacturers who met certain minimum Canadian value-added and Canadian production-to-sales ratio requirements could use the duty-free importation privilege.

With the duty-free import privilege in Canada limited to vehicle manufacturers, individuals who import motor vehicles from the United States must pay a Canadian duty of 12.1 percent ad valorem. In contrast, anyone in the United States may import a finished vehicle covered by the Agreement free of duty. In both countries, only eligible vehicle manufacturers may import original equipment parts and accessories free of duty.

In addition to limitations set forth in Annex A, the motor vehicle manufacturers gave the Canadian Government certain Letters of Undertaking to increase Canadian value-added. These letters committed the companies to: (a) specific increases in Canadian value-added to be accomplished by July 31, 1968, and (b) additional increases in the Canadian value-added, annually, by a proportion of any growth in sales in the Canadian market. Although the letters were exchanged between the companies and the Canadian Government, they were signed with the tacit approval of the United States Government. This approval was withdrawn in 1970 after the passing of the July 31, 1968 deadline.

III. DEVELOPMENTS IN 1983

In contrast to 1982, the North American automotive industry experienced a sales recovery in 1983 because of (a) a shift in consumer demand towards larger cars, (b) the availability of more redesigned and fuel-efficient domestic cars and (c) the general cyclical recovery of the aggregate North American economy.

Production in the North American Automotive Industry

Motor vehicle production totaled 10.73 million vehicles in 1983, an increase of 29.9 percent over 1982. The United States accounted for 86 percent of this production, up slightly from 85 percent the previous year. Canada accounted for the remaining 14 percent (see Tables 1 and 2).

United States

Motor vehicle production in the United States totaled 9.21 million units in 1983, an increase of 31.8 percent over 1982. Passenger car production jumped 33.7 percent to 6.78 million cars, the first increase since 1977; but, it was about 26 percent below the 9.2 million units produced in 1977. Truck production increased 26.7 percent to 2.42 million units, but still remained 34.9 percent below its peak level of 3.7 million units in 1978. The U.S. share of North American car production totaled 87.5 percent in 1983,

declining from an average of 88.0 percent in the last decade; and the 1983 truck production amounted to 81.4 percent, down from an average of 83.2 percent for the last ten years (see Table 1) .

Canada

Motor vehicle production in Canada rose to 1.52 million units in 1983, 19.4 percent above the 1982 level. The increase in Canadian motor vehicle production would have matched that of the United States if factory model changeover and renovations did not cause downtime in the third quarter. Passenger car production increased 37.2 percent to 1.1 million cars, only 9.7 percent below the 1973 peak. Truck production fell 11.1 percent to 417,000 trucks, 38.6 percent below the peak level in 1978, the fifth straight annual decline (see Table 2).

Retail Sales

North American retail sales of motor vehicles totalled 13.4 million units in 1983, an increase of 16.8 percent over 1982. U.S. sales rose 16.7 percent to 12.3 million units while Canadian sales jumped 17.4 percent to 1.1 million units. These sales increases were the first registered in both countries since 1978. (See Table 3). Import penetration in the United States dropped from

25 to 23 percent of the motor vehicle market, with import sales rising 7 percent from the 1982 level. In Canada, import penetration fell from a peak of 29 percent in 1982 to 24 percent in 1983.

Capital Expenditures

In the United States, capital expenditures for plant and equipment by the "Big Four" decreased by 29.6 percent from the 1982 level and were 39.7 percent below the 1979 high-mark. In Canada, capital expenditures increased at a greater rate than in the United States largely due to renovations of plants for newly designed models manufactured in Canada. Canada's share of the total U.S.-Canada capital outlay in plant and equipment rose to 12.9 percent in 1983 from 5.8 percent in 1982. Canada's share amounted to 14 percent in 1980 and 1981, an increase over the 6 percent recorded in 1965 through 1979.

Prices of Automobiles in North America

Since the United States and Canada have different tax structures, automotive price comparisons in this section are based on factory list prices rather than manufacturers' suggested retail prices. 1/

1/ Canada has a federal sales tax on passenger cars (9 percent in 1983 and 10 percent thereafter) that is included in the suggested retail price; the United States suggested retail price does not include such a tax.

Expressed in U.S. dollars, factory list prices for selected 1984 models in Canada were 8.6 to 15.8 percent lower than the same models in the United States. 1/ In 1983, prices for the same models ranged from 8.2 to 15.5 percent lower in Canada (see Tables 4, 5 and 6). Price differentials reflect the diverse competitive market conditions between the U.S. and Canadian motor vehicle markets.

United States

During 1983, the U.S. producer price index for cars increased 2.2 percent, down from a 4.0 percent increase in 1982. The U.S. index for trucks climbed 2.8 percent, against a 7.1 percent jump in 1982. The U.S. consumer price index for passenger cars continued to show a moderation in the rate of price change, increasing only 2.5 percent in 1983 compared with 3.9 percent in 1982 and 6.1 percent in 1981 (see Table 7).

Canada

The price indexes for cars and trucks grew more in Canada in 1983 than in the previous year. The industrial selling price index for passenger cars rose 3.3 percent in 1983 compared with 3.6 percent in

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2/ The prices are quoted for identical cars with comparable standard equipment at the time they were introduced as 1984 models.

1982. The industrial index for trucks rose 5.3 percent in 1983 compared with 6.3 percent in 1982. Meanwhile, the Canadian consumer price index for passenger cars rose only 3.9 percent in 1983 compared with 4.7 percent in 1982 (see Table 8).

Employment in the Automotive Industry 1/

Employment in the North American Automotive Industry rose 9.6 percent in 1983, averaging 961,000 employees. The United States had 90 percent of total employment, unchanged from 1982.

United States

Average monthly automotive employment in the United States rose 9.5% to 861,000 employees, the first such increase since 1978 when employment peaked at 1,123,000 employees. The increase in automotive employment was felt in all sectors of the industry. Employment in the motor vehicle and parts sectors rose 9.0 percent to 739,000 employees, and the stamping sector rose 8.0 percent to 89,000 employees (see Table 9).

1/ Employment includes all employees in the following Standard Industrial Classifications: 371, 3711, 3713, 3714, and 3465.

Canada

Average monthly automotive employment in Canada totalled 99,300, a 10.6 percent increase in comparison to 1982, but still 4.7 percent below the 1978 peak level of 116,400 employees. As in the United States, Canadian employment increased in all sectors in 1983. The employment level in the parts and accessory sector rose 11.9 percent to 40,100 workers, and the level in the automotive assembly sector increased 10.1 percent totalling 46,700 workers (see Table 10).

Trade in Motor Vehicles and Parts Between the United States and Canada

In 1983, U.S. shipments of automotive products to Canada advanced 30.5 percent totaling $14.3 billion (see Table 11). Assembled vehicles accounted for 34 percent of shipments, up from 28 percent in 1982. Dutiable exports in 1983 were $741 million or 5 percent of total automotive product exports to Canada, the same as the 1982 share (see Table 12).

Canadian shipments of automotive products to the United States increased 27.4 percent to $16.9 billion in 1983 (see Table 13). Assembled vehicles accounted for 64 percent of shipments compared to 68 percent in 1982. Dutiable imports in 1983 were $928 million or 5 percent of automotive product shipments form Canada, down from the 7 percent share in 1982.

Table 14 lists duty-free imports from Canada by tariff number. "Parts not specifically provided for" (TSUSA 692.3380) constitute the largest single category of parts with a total 1983 value of $1.843 billion or 36 percent of the duty-free imports of motor vehicle parts. Duty-free automotive products accounted for $2.44 billion of the U.S. deficit in 1983 compared to $2 billion in 1982. The deficit in dutiable products amounted to $325 million in 1982 and $187 million in 1983 (see Tables 11 and 12).

Passenger Cars

Declining auto sales in Canada combined with the change in demand towards larger cars in the U.S. market (induced by stable gasoline prices) created a turnaround in automotive trade in 1982 between the two nations. U.S. consumer demand for larger cars remained strong in 1983. Canada mainly produces intermediate and full-size models. Thus, the change in U.S. demand resulted in Canada exporting relatively more of these vehicles to the United States in 1983 (see Tables 11 and 14).

Trucks

Changes in the truck markets in the two countries in 1983 adversely affected the U.S. trade. Retail sales of North American-built trucks jumped 23.3 percent in the United States in 1983, whereas

retail sales of these trucks increased 15.6 percent in Canada. In response to these market changes, truck shipments from Canada to the United States rose 11.5 percent to 406,000 vehicles while U.S. truck shipments to Canada increased 36 percent to 68,000 vehicles. The net effect of changes in truck trade flow was an additional $200 million increase in Canada's motor vehicle surplus (see Tables 11 and 14).

Parts

Changes in motor vehicle parts trade were also favorable to Canada in 1983. Although the United States retained its traditional surplus in parts trade, the 1983 balance was $315 million lower than 1982. Excluding tires and tubes, U.S. parts exports jumped 18.5 percent in 1983 to $9.3 billion, compared to a 44.4 percent increase in Canadian parts exports to $5.7 billion (see Table 12). The expanded production volumes of the Ford engine plant and the General Motors transmission plant in Windsor, Ontario, increased Canadian parts exports to the United States (see Tables 11 and 14).

Increased motor vehicle production in the United States in 1983 generated increased parts shipments from Canada. During 1983, the "parts-not-specifically-provided-for" category of shipments accounted for $611 million; engines and engine parts, $423 million; transmissions, $203 million; auto furniture, $84 million; brakes, $47 million; bumpers, $41 million; and wheels, $41 million.

Automotive Trade Statistics

A series of consultations in 1970 between government statistical experts from both the United States and Canada led to an agreement concluding that a cooperative effort was necessary to prepare a complete accounting of automotive products trade.

Neither U.S. nor Canadian export statistics are sufficiently detailed to reflect accurately all trade covered by the Agreement. This mainly results from trade in components that are not exclusively automotive-related (e.g., pipe fittings, engine parts, fabric for seat covers, etc.). In addition, a joint U.S.-Canadian committee studying overall bilateral trade statistics found that a substantial amount of automotive product exports is never reported. 1/

Accordingly, the two nations agreed that each would use its own statistics (in which all products eligible for duty-free treatment are broken down separately) to report imports and the other country's import statistics to report exports.

1/ The Study titled The Reconciliation of U.S.-Canada Trade Statistics 1970, a Report by the U.S.-Canada Trade Statistics Committee, was published jointly by the U.S. Department of Commerce, Bureau of the Census, and Statistics Canada.

Table 11, 12, and 13 were prepared using the method described in the previous paragraph. This method is accepted by the United States and Canada as the most accurate way to measure trade under the Automotive Products Agreement.

The import trade data for 1978 through 1981 in Tables 11, 13, 15 and 17 reflect "free alongside ship" (f.a.s.) import values as published by the Bureau of the Census. The f.a.s. values represent actual transaction values of imports at the port of exportation. Starting with 1982, Census no longer uses f.a.s. data for compilation of import statistics. Hence, 1982 and 1983 import data in Table 11, 13, 15 and 17 are "customs value basis" statistics, which represent the U.S. Custom Service's appraised value of imports pursuant to Section 402 and 402a of the Tariff Act of 1930, as amended.

U.S. Automotive Trade With Countries Other Than Canada[1/]

The value of U.S. automobile imports (excluding Canada) reached $24.8 billion, a 20 percent increase over 1982. These imports, comprised 60 percent of all automotive product imports -- down from 63 percent in 1982.

1/ The statistics used in tables concerning this material are based entirely on Bureau of the Census data. Therefore, data in Tables 15, 16 and 17 are not comparable with data in Tables 11, 12 and 13.

After Canada, Japan is the largest supplier of automotive goods to the United States (See Table 15 and 17). Japan accounted for 36 percent of total 1983 automotive imports, including Canada, and 60 percent of 1983 imports when Canada is excluded. Germany, the largest supplier after Canada and Japan, accounted for 11 percent of total 1983 imports (Canada included) (see Table 17). The separate identification of parts (Canada excluded) used in original equipment market applications and in aftermarket applications is not possible in the statistical data. The proportion of parts used in original equipment assembly operations is relatively small. However, the recent increase of foreign producers (including Volkswagen, Honda, Nissan, Daimler-Benz and Volvo) assembling their products domestically and the increase of foreign produced engines and transaxles are contributing to the growing volume of parts imported for original equipment assembly. Responding to the strong dollar and generally depressed production volumes in traditional U.S. markets (particularly Latin America), exports of U.S. automotive products to countries except Canada fell to $4.3 billion in 1983, a drop of 28.6 percent from 1982. Car and truck exports dropped 33.5 percent and 46.4 percent, respectively. Parts exports fell from $4.1 billion in 1982 to $3.2 billion in 1983 (see Table 15).

In terms of specific U.S. export markets, Mexico remained the largest, and accounted for $798 million or 18.6 percent of U.S. exports.

After Mexico, Saudi Arabia remained the second largest export market in 1983, receiving shipments valued at $624 million, followed by Venezuela at $289 million. Automotive products in 1983 were 8.2 percent of total exports of all commodities, increasing from 7.1 percent in 1982. Imports of automotive products in 1983 were 15.9 percent of total commodity imports, an increase from 13.6 percent in 1982 (see Tables 16, 17 and 18).

Canadian Automotive Trade With Countries Other Than the United States

Canadian exports of automotive products to countries other than the United States had a value of $436 million (U.S. dollars) in 1983, a 36 percent decline from 1982, amounting to only 2.5 percent of total Canadian automotive exports. Excluding the U.S., exports of vehicles in 1983 dropped 35 percent from the previous year to $233 million. Canadian motor vehicle exports fell the same percentage in 1982. Australia remained the largest single overseas market in 1983, taking $19 million compared to $46 million in 1982 or 4 percent of total automotive product exports (excluding the United States)(see Table 21).

Canada's 1983 imports of $1.9 billion of automotive products from countries other than the United States were 21 percent above 1982. A 55.1 percent increase to $428 million in imports of automotive parts and accessories from overseas accounted for much of the increased imports during 1983.

Excluding the United States, Japan is by far the largest foreign supplier of automotive products to Canada. In 1983, Japan supplied 68 percent of Canada's automotive imports (see Table 20). Parts exported by Japan and Sweden, the two largest exporters to Canada, increased 18 and 45 percent, respectively. This rise reflects the further penetration of Japanese products in the Canadian market and the expanding production of Volvo's Canadian assembly plant. Motor vehicle imports increased over 13 percent in 1983 to $1.5 billion. Passenger car imports accounted for an increase of 13.5 percent while truck imports grew at a 13.2 percent rate. Imports of Japanese motor vehicles jumped 18 percent in 1983, accounting for 80 percent of Canadian car and truck imports. Imports from West Germany, Sweden and the United Kingdom also increased (see Tables 19, 20, and 21).

General Agreement on Tariffs and Trade Waiver (GATT)

Article I of the General Agreement on Tariffs and Trade provides for the extension of unconditional most-favored-nation (MFN) treatment with respect to customs duties levied on products imported from the GATT contracting parties. Under the Automotive Products Agreement certain automotive products are allowed duty-free entry into the United States only when imported from Canada. The United States, therefore, pursuant to the Agreement, had to obtain a waiver of its GATT obligations to the extent required to effect the Agreement. The waiver, approved on December 20, 1965, provided for an annual

report, a review by the GATT contracting parties after two years, and a biennial review thereafter, if necessary. The U.S. reports to GATT have been based on the Annual Reports by the President to the Congress on the Operation of the Automotive Products Trade Act of 1965.

The above waiver contains provisions for consultation between the United States and any contracting country who believes that, at that time, the absence of customs duties on certain imports from Canada may inequitably divert sales away from their share of the U.S. import market. To date, the United States has received no requests for such consultation.

"Bona Fide" Motor Vehicle Manufacturers

Under the Automotive Products Trade Act of 1965, original motor vehicle equipment imported from Canada will be duty-free when made pursuant to an order, contract, or letter of intent from a bona fide motor vehicle manufacturer in the United States. The Act defines a bona fide manufacturer as a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have (a) produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months and (b) installed facilities in the United States to produce 10 or more complete motor vehicles per 40-hour week.

These rules and regulations state that a person shall be regarded as having the capacity to produce a complete motor vehicle only if the operations include the assembly of two or more major components (e.g., the attachment of a body to a chassis) to create a new motor vehicle ready for use.

The Secretary of Commerce has delegated this responsibility to the Director, Office of Automotive Industry Affairs, International Trade Administration. Rules and Regulations published in Part 615, Chapter VI, Title 15 of the Code of Federal Regulations outline procedures for filing by motor vehicle manufacturers. They also provide for preparation, maintenance, and annual publication in the Federal Register of a list of these manufacturers.

As of May 1, 1984, a total of 249 U.S. manufacturers were certified as "bona fide motor vehicle manufacturers" (see Appendix D). Certification of a manufacturer is valid for a 12-month period from the date the Secretary determines the manufacturer is qualified; certification is renewable. Certified manufacturers are engaged in one or more of the following types of business: (a) the manufacturing of motor vehicles, including motor vehicle chassis; (b) the manufacturing and installation of motor vehicle bodies and other motor vehicle equipment on new chassis; and (c) the installation of motor vehicle bodies, trailer hitches known as fifth wheels, and other motor vehicle equipment on new chassis.

Certified manufacturers are located in 40 states, with Michigan, Indiana, Ohio, New York, Texas, Pennsylvania, Wisconsin and Illinois leading the list in number of establishments.

The Government of Canada lists 90 Canadian firms that, as of May 31, 1984, are considered motor vehicle manufacturers (see Appendix E).

Government Actions

No formal consultations between the two governments took place in 1983.

In late December of 1982, the Canadian Government announced the formation of a non-government task force composed of management and labor representatives to assess the future of Canada's automotive industry. The task force's assignment was: (a) to review the development, competitive environment and position of the Canadian industry, and (b) to make recommendations concerning government policies and strategies for supporting continued development of a balanced and competitive motor vehicle and equipment industry in Canada.

In May 1983, the task force issued its report. The report incorporated the following basic recommendations:

- Extension of the principles of the Automotive Products Agreement and its associated safeguards to all companies selling motor vehicles in Canada.

- o Adoption of policies to encourage further development and expansion of a world-competitive automotive parts industry in Canada.

- o Reduction of the federal sales tax on motor vehicles and reduced tariff preferences on automotive products from developing countries.

- o Expansion and extension of adjustment assistance and labor training programs.

- o Establishment of: (a) an Automotive Council to provide a forum for discussion, consultation and advice from industry members on automotive policy matters, and (b) an Office of Automotive Affairs within the Ministry of Industry, Trade and Commerce and Regional Economic Expansion.

The Government of Canada has since reduced the federal sales tax on motor vehicles and instituted tariff preferences on automotive products from developing countries. The Canadian Government also commissioned studies of the automotive industry, human resources and opportunities for expanded automotive parts production in Canada. The creation of an Office of Automotive Affairs was rejected. The recommendation which would have the farthest reaching effects on the U.S. - Canadian Automotive Agreement is the formation of the Automotive Council. This and other recommendations are still under consideration.

In 1981, the Japanese Government placed unilateral restraints on automobile exports to the United States and Canada. From April 1, 1981 to March 31, 1984, Japan held its annual exports (including passenger cars, stations wagons, passenger vans and certain utility vehicles) to the United States at 1,762,500 units and to Puerto Rico at 70,000 units. In November 1983, the Japanese Government announced it would limit automobile exports to the United States and Puerto Rico for a fourth year at 1,940,850 and 77,080 units, respectively.

From April 1981 to March 1982, Japan limited its annual automobile exports to Canada to 174,000 units. Japan held its automobile exports to Canada at 153,000 units in January 1982 through December 1982. From January 1983 through June 1983, the Japanese Government restricted automobile exports to 79,000 units. From April 1983 through March 1984, automobile export limits were 153,000 units. (Some overlap in the different restraint time periods did exist.)

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TABLE 1.--U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-83

(Thousands of Units)

Year	Passenger Cars	Trucks and Buses	Total
1965	9,335.2	1,802.6	11,137.8
1970	6,550.1	1,733.8	8,283.9
1971	8,583.7	2,088.0	10,671.7
1972	8,828.2	2,482.5	11,310.7
1973	9,667.1	3,014.4	12,681.5
1974	7,324.5	2,746.5	10,071.0
1975	6,716.9	2,269.6	8,986.5
1976	8,497.9	2,999.7	11,497.6
1977	9,213.6	3,489.1	12,702.8
1978	9,176.6	3,722.6	12,891.7
1979	8,433.7	3,046.3	11,480.0
1980	6,375.5	1,632.8	8,008.3
1981	6,253.1	1,689.8[1/]	7,942.9
1982	5,073.5	1,912.1[1/]	6,985.6
1983	6,781.2	2,424.2[1/]	9,205.4

Source: Motor Vehicle Manufacturers' Association

[1/] Source: Ward's Automotive Reports, Truck Production - MVMA last tabulated truck and bus production figures for 1980.

TABLE 2.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-83

(Thousands of Units)

Year	Passenger Cars	Trucks and Buses	Total
1965	706.8	139.8	846.2
1970	923.4	236.1	1,159.5
1971	1,083.2	263.6	1,346.8
1972	1,154.5	319.9	1,474.4
1973	1,227.5	347.4	1,574.9
1974	1,165.6	361.7	1,527.3
1975	1,044.8	379.2	1,424.5
1976	1,137.3	502.8	1,640.1
1977	1,162.5	612.9	1,775.4
1978	1,139.6	677.9	1,817.5
1979	987.7	644.0	1,631.7
1980	846.8	527.5	1,374.3
1981	803.1	519.7	1,322.8
1982	807.6	468.8	1,276.5
1983	968.9	555.5	1,524.4

Source: Statistics Canada

TABLE 3.--RETAIL SALES OF MOTOR VEHICLES, 1965 and 1970-83

SALES IN UNITED STATES
(Thousands of Units)

	Automobiles			Trucks			
Year	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	TOTAL	Total Vehicle
1965	8,763	569	9,332	1,539	44	1,583	10,915
1970	7,120	1,285	8,405	1,746	65	1,811	10,216
1971	8,681	1,570	10,251	2,011	85	2,096	12,347
1972	9,327	1,623	10,950	2,486	143	2,632	13,575
1973	9,676	1,763	11,439	2,916	228	3,144	14,583
1974	7,454	1,413	8,867	2,512	171	2,683	11,550
1975	7,053	1,587	8,640	2,249	231	2,480	11,120
1976	8,611	1,498	10,109	2,944	237	3,181	13,290
1977	9,109	2,075	11,184	3,353	323	3,676	14,860
1978	9,312	2,000	11,312	3,773	336	4,109	15,421
1979	8,328	2,330	10,658	3,010	469	3,479	14,137
1980	6,581	2,390	8,971	2,002	486	2,488	11,459
1981	6,209	2,327	8,536	1,811	449	2,260	10,796
1982	5,759	2,214	7,973	2,152	410	2,560	10,533
1983	6,833	2,346	9,179	2,654	464	3,118	12,297

Source: Motor Vehicle Manufacturers' Association and Ward's Reports

SALES IN CANADA
(Thousands of Units)

	Automobiles			Trucks			
Year	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	TOTAL	Total Vehicle
1965	634	75	709	120	2	122	831
1970	497	143	640	125	9	134	774
1971	592	188	780	147	13	160	940
1972	654	205	859	190	17	207	1,066
1973	783	188	971	235	20	256	1,227
1974	797	146	943	288	19	307	1,249
1975	836	154	989	310	17	327	1,317
1976	793	153	946	331	14	345	1,291
1977	798	194	991	338	16	354	1,345
1978	816	173	989	364	13	377	1,366
1979	864	139	1,003	381	12	393	1,396
1980	747	191	932	310	21	331	1,263
1981	647	257	904	251	36	287	1,191
1982	489	224	713	167	40	207	921
1983	625	218	843	193	45	238	1,081

Source: Statistics Canada

TABLE 4. PRICE OF TYPICAL SUBCOMPACT 3 DOOR HATCHBACK WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1982 1983

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars [3]	Amount U.S. Dollars	Percent
1982 Model Introduction					
Factory List Price	6,258	6,865	5,707	(551)	(8.8)
Sales/Excise Tax [1]	7	618	514	507	
Manufacturer's Suggested Retail Price [2]	6,265	7,483	6,221	(44)	(0.1)
1983 Model Introduction					
Factory List Price	6,067	6,852	5,570	(497)	(8.2)
Sales/Excise Tax [1]	7	617	502	495	
Manufacturer's Suggested Retail [2]	6,074	7,469	6,072	(2)	--
1984 Model Introduction					
Factory List Price	6,337	7,126	5,784	(553)	(8.7)
Sales/Exercise Tax [1]	7	641	520	513	
Manufacturer's Suggested Retail Price [2]	6,344	7,767	6,304	(40)	(0.6)

[1] Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971, except for tires.

[2] Manufacturer's suggested retail price includes factory list price, federal sales tax or excise tax including that on tires and tube, and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

[3] Canadian dollars converted to U.S. dollars at following exchange rates: $1.00 Canadian = $0.83136 U.S., model year 1982; $0.81294 U.S., model year 1983; $0.81169 U.S., model year 1984.

TABLE 5. PRICE OF TYPICAL 4 DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1982 1984

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars [3]	Amount U.S. Dollars	Percent
1982 Model Introduction					
Factory List Price	7,044	7,717	6,415	(629)	(8.9)
Sales/Excise Tax [1]	9	631	525	516	
Manufacturer's Suggested Retail Price [2]	7,053	8,348	6,940	(113)	(1.6)
1983 Model Introduction					
Factory List Price	7,408	7,699	6,259	(1,149)	(15.5)
Sales/Excise Tax [1]	9	691	562	553	
Manufacturer's Suggested Retail [2]	7,417	8,390	6,821	(569)	(8.0)
1984 Model Introduction					
Factory List Price	7,581	8,067	6,548	(1,033)	(15.8)
Sales/Exercise Tax [1]	8	617	501	493	
Manufacturer's Suggested Retail Price [2]	7,589	8,684	7,049	(540)	(7.7)

[1] Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971, except for tires.

[2] Manufacturer's suggested retail price includes factory list price, federal sales tax or excise tax including that on tires and tube, and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

[3] Canadian dollars converted to U.S. dollars at following exchange rates: $1.00 Canadian = $0.83136 U.S., model year 1982; 0.81294 U.S., model year 1983; 0.81169, model year 1984.

TABLE 6. -- PRICE OF TYPICAL 2 DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1982 1984

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars[3/]	Amount U.S. Dollars	Percent
1982 Model Introduction					
Factory List Price	8,305	9,304	7,735	(570)	(6.9)
Sales/Excise Tax [1/]	8	722	600	592	
Manufacturer's Suggested Retail Price [2/]	8,313	10,026	8,335	22	0.3
1983 Model Introduction					
Factory List Price	8,051	8,955	7,280	(771)	(9.6)
Sales/Excise Tax [1/]	8	695	785	777	
Manufacturer's Suggested Retail [2/]	8,059	9,650	7,845	(214)	(2.7)
1984 Model Introduction					
Factory List Price	7,702	8,739	7,093	(609)	(8.6)
Sales/Exercise Tax [1/]	9	678	550	541	
Manufacturer's Suggested Retail Price [2/]	7,711	9,417	7,643	(68)	(0.9)

[1/] Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971, except for tires.

[2/] Manufacturer's suggested retail price includes factory list price, federal sales tax or excise tax including that on tires and tube, and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

[3/] Canadian dollars converted to U.S. dollars at following exchange rates: $1.00 Canadian = $083136 U.S., model year 1982; $0.81294 U.S., model year 1983; $0.81169, model year 1984.

Table 7. -- Price Indexes for Automotive Equipment in the United States
Annual Average 1965 and 1970-83
(1967=100)

Year	Producer price index			Consumer price index
	Passenger cars	Motor trucks	Motor vehicle parts [1]	New passenger cars
1965	100.1	97.5	--	100.9
1970	106.6	110.9	112.9	107.6
1971	112.2	118.5	120.2	112.0
1972	114.9	121.1	126.0	111.0
1973	115.4	123.0	129.0	111.1
1974	123.1	136.9	143.8	117.5
1975	134.2	152.4	172.8	127.6
1976	142.2	164.6	182.7	135.7
1977	150.6	177.5	195.6	142.9
1978	161.6	193.4	208.6	153.8
1979	174.4	210.8	225.8	166.0
1980	189.3	232.4	252.4	179.3
1981	204.8	263.8	319.9	190.2
1982	212.9	282.4	346.2	197.6
1983	217.5	293.4	352.1	202.6

[1] The index for "motor vehicle parts" was first computed in 1967. Comparable data for earlier years are not available.

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Table 8. -- Price Indexes for Automotive Equipment in Canada
Annual average 1965 and 1970-83
(1967=100)

Year	Industrial selling price index 1/					Consumer price index
	Passenger cars 2/			Motor trucks	Motor Vehicle parts and accessories	New passenger cars
	Total 3/	Hardtop	4-door sedan			
1965		100.4	101.0	99.6	98.1	100.3
1970		101.6	104.2	107.9	105.8	104.2
1971	100.0	103.6	105.8	113.6	107.3	107.9
1972	101.7	105.5	107.8	116.3	109.9	110.1
1973	100.7			117.9	113.5	110.5
1974	106.8			129.9	123.3	118.3
1975	114.2			143.0	140.7	126.0
1976	117.4			153.5	153.6	133.1
1977	126.4			167.8	169.1	142.1
1978	136.6			185.6	187.7	154.7
1979	153.1			209.3	202.8	173.4
1980	172.2			232.6	224.0	193.8
1981	192.4			265.1	245.7	216.0
1982	199.4			281.8	270.8	226.2
1983	206.0 4/			296.8 4/	276.7 4/	235.0

1/ The industrial selling price indexes were revised in 1969 and in 1976. The classifications shown here are the new series. 1965 is not entirely comparable with later data.

2/ The average index for passenger cars was introduced in January 1981; the indexes for individual passenger car models were discontinued in October 1973.

3/ 1971=100

4/ Preliminary.

Source: Statistics Canada.

Prepared by: U.S. Department of Labor, Bureau of Labor Statistics.

Table 9.--Total Employment in the U.S. Automotive Products Industry, Based on U.S. 1972 Standard Industrial Classification (SIC), Annual Average 1972-83

(Thousands of Employees)

Year	Total motor vehicles and equipment (SIC 371)	Motor vehicles and passenger car bodies (SIC 3711)	Truck and bus bodies (SIC 3713)	Parts and accessories (SIC 3714)	Automotive stampings (SIC 3465)
1972	874.8	415.2	46.1	383.0	104.5
1973	976.5	461.6	51.3	429.9	110.9
1974	907.7	416.2	54.8	402.7	95.5
1975	792.4	375.3	45.5	352.0	82.1
1976	881.0	415.9	43.7	399.0	99.5
1977	947.3	443.0	45.8	426.5	110.7
1978	1,004.9	469.8	45.3	451.9	118.3
1979	990.4	463.0	46.1	441.1	117.6
1980	788.8	368.1	39.7	349.5	95.3
1981	788.7	358.7	37.0	363.3	93.7
1982	704.8	321.3	31.1	325.4	82.0
1983	772.2	363.1	31.8	344.2	88.6

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Table 10.--Total Employment in the Canadian Automotive Products Industry, Based on Canadian 1970 Standard Industrial Classification (SIC), Annual Average 1972-83[1/]

(Thousands of Employees[2/])

Year	Total motor vehicles and equipment (SIC 323-5)	Assembling (SIC 323)	Parts and Accessories (SIC 325)
1972	97.5	41.9	41.4
1973	108.8	45.2	48.8
1974	108.2	47.1	45.9
1975	99.0	43.4	41.2
1976	106.8	46.4	46.2
1977	111.8	50.8	48.5
1978	116.4	52.6	51.2
1979	115.7	52.9	49.0
1980	96.7	44.5	39.6
1981	97.1	43.7	42.6
1982	89.7	43.0	39.2
1983[3/]	99.3	46.7	46.1

[1/] Establishments with 20 or more workers.
[2/] The employment figures in this table are estimates based on Statistics Canada's employment indexes.
[3/] Estimated by the Bureau of Industrial Economics, U.S. Department of Commerce

Source: Statistics Canada.
Prepared by: U.S. Department of Labor, Bureau of Labor Statistics.

TABLE 11

U.S. CANADIAN TRADE IN AUTOMOTIVE PRODUCTS, 1964 and 1978-83

U.S. EXPORTS TO CANADA/U.S. IMPORTS FROM CANADA

(Millions of U.S. Dollars)

	1964	1978	1979	1980	1981	1982	1983
U.S. exports [2]							
Cars	34	2,613	3,147	2,906	3,095	2,324	3,948
Trucks	23	1,158	1,654	1,044	1,122	706	908
Parts	577	7,080	7,344	6,478	7,701	7,824	9,270
Subtotal	634	10,851	12,145	10,428	11,918	10,853	14,126
Tires and Tubes	6	113	128	124	137	118	190
TOTAL EXPORTS	640	10,964	12,273	10,552	12,055	10,971	14,315
U.S. imports							
Cars	18	4,129	3,707	3,802	4,295	5,805	7,278
Trucks	4	2,036	1,978	1,833	2,622	3,196	3,599
Parts	49	4,160	3,831	2,888	3,462	3,963	5,724
Subtotal	71	10,325	9,516	8,583	10,379	12,964	16,601
Tires and Tubes	5	167	199	196	239	328	340
TOTAL IMPORTS	76	10,492	9,715	8,779	10,618	13,292	16,940
Net Balance	+563	+472	+2,558	+1,773	+1,437	-2,321	-2,625

[1] Totals may not add due to rounding.

[2] Canadian import data. Parts exports (Canadian imports) adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1978-$235; 1983-$464.

Note: Data exclude U.S.-Canadian trade in materials for use in the manufacture of automotive parts.
Canadian dollars converted to U.S. dollars at following exchange rates: $1.00 Canadian = $0.925 U.S., 1964; $0.8871, 1978; $0.85471, 1979; $0.83560, 1980; $0.84382, 1981; $0.80743, 1982; $0.80199, 1983.

TABLE 12

UNITED STATES AUTOMOTIVE EXPORTS TO CANADA[1/]

(Millions of U.S. Dollars)

	1983[2/]	1982
Automotive exports:		
Duty Free:		
Passenger cars	3,856.5	2,265.4
Trucks, buses, and chassis	859.4	681.7
Parts and accessories	8,857.9	7,458.0
Total, duty-free	13,573.8	10,405.1
Dutiable:		
Passenger cars	91.2	58.2
Trucks, buses, and chassis	48.1	24.2
Parts and accessories	412.3	365.8
Tires and tubes	189.5	117.8
Total, dutiable	741.1	566.0
Total duty-free and dutiable:		
Passenger cars	3,947.7	2,323.6
Trucks, buses, and chassis	907.5	705.9
Parts and accessories	9,270.2	7,823.8
Tires and tubes	189.5	117.8
Total, automotive exports	14,314.9	10,971.1

[1/] Canadian import data converted to U.S. dollars:
C $1.00 = U.S. $0.80743, December 1982
C $1.00 = U.S. $0.80199, December 1983

[2/] Cumulative 1983 data adjusted to exclude tooling charges.

Source: Statistics Canada

TABLE 13

UNITED STATES AUTOMOTIVE IMPORTS FROM CANADA

(Millions of U.S. Dollars)

	1983[2/]	1982
Automotive imports:[1/]		
Duty Free[2/]		
Passenger cars	7,255.3	5,783.1
Trucks, buses, and chassis	3,575.6	3,142.5
Parts and accessories	5,181.4	3,475.6
Total, duty-free	16,012.3	12,401.2
Dutiable:		
Passenger cars	22.6	21.7
Trucks, buses, and chassis	23.4	53.8
Parts and accessories	542.5	487.4
Tires and tubes	339.7	327.9
Total, dutiable	928.2	890.8
Total duty-free and dutiable:		
Passenger cars	7,277.9	5,804.8
Trucks, buses, and chassis	3,599.0	3,196.3
Parts and accessories	5,723.9	3,963.0
Tires and tubes	339.7	327.9
Total, automotive imports	16,940.4	13,292.0

[1/] 1982 U.S. imports are "customs value basis" or values as appraised by the Bureau of Customs. Canadian automotive imports are valued on similar basis.

[2/] U.S. automotive product imports from Canada duty-free under the United States-Canada Automotive Agreement.

Source: U.S. Bureau of the Census.

Table 14.--VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY FREE FROM CANADA INTO THE UNITED STATES UNDER THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER 1981 1983[1/]

(Thousands of U.S. Dollars)

TSUSA Number	Commodity	1981	1982	1983
692.0310	Automotive trucks, exc. truck tractors, gasoline	1,759,510	2,207,758	2,313,656
692.0320	Automobile trucks, exc. truck tractors, diesel	126,988	365,305	406,005
692.0330	Automobile truck tractors, gasoline	6,563	893	984
692.0350	Automobile truck tractors exc. gasoline (diesel)	17,150	15,525	16,534
692.0720	Motor buses, gasoline	143,641	144,503	186,830
692.0740	Motor buses, exc. gasoline	143,827	92,562	82,957
692.1110	Four-wheel passenger cars, new, not over 4 cylinders	784,664	891,336	1,296,799
692.1115	Four-wheel passenger cars, new, not over 6 cylinders	1,319,514	1,278,350	2,457,865
692.1130	Four-wheel passenger cars, new, over 6 cylinders	2,168,636	3,595,999	3,486,245
692.1135	Four-wheel passenger cars, new, n.s.p.f	479	627	459

[1/] F.A.S Values, 1981; Customs Value Basis, 1982 and 1983

TABLE 14. CONTINUED

TSUSA Number	Commodity	1981	1982	1983
692.1140	On-the-highway, four-wheeled automobiles, used	1,669	16,744	13,974
692.1160	Vehicles which operate in whole or in part on runners or skis	17,020	18,583	17,698
692.1180	Motor vehicles, n.e.s., exc. motorcycles	9,647	8,815	5,908
692.2170	Chassis for motor buses	---	310	6,884
692.2180	Chasis for automobiles trucks and truck tractors	229,900	242,762	511,042
692.2360	Chassis for passenger automobiles	25		16
692.2380	Chassis for pass. motor vehicles n.s.p.f.		1,637	505
692.3120	Auto truck tractors, gas fueled, imported without trailers	158	86	225
692.3140	Auto truck tractors, exc gas, imported without trailers	66,655	43,798	26,344
	Total duty-free passenger cars	4,274,987	5,783,056	7,255,358
	Total duty free truck, bus, sp. veh.	2,521,059	3,142,537	3,575,572
	Total duty-free motor vehicles	6,796,046	8,935,593	10,830,930

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
207.0100	Articles of wood, n.s.p.f	---	---	1
220.4900	Cork disks, wafers etc., exc. tapered	9	6	34
355.2700	Felt, batting, wadding	161	35	926
357.9100	Hoses of veg. fiber	---	---	---
357.9600	Hoses for liquids or gases, manmade	---	---	---
358.0300	V belts, textile fibers & rubber	68	61	165
361.9000	Floor coverings and underlays, textile	7,888	8,781	15,049
389.8000	Textile articles n.s.p.f	1,170	1,487	1,983
516.9800	Cut or stamped mica	12	---	---
517.8200	Brushes for elec. generators, etc	156	161	228
535.1500	Ceramic magnet & elect. wares n.e.s. Ceramic insulators	17	1	9
540.7200	Glass fiber filter, not over 25lbs. per cubic foot, n.e.s	36	99	13
544.1700	Glass, drawn or blown & over 15/32 inch in thickness	---	2	---
544.2000	Glass processed, n.e.s	15	110	31

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
544.3200	Toughened glass, shaped or formed.....	28,116	42,365	44,235
544.4200	Laminated glass.....	5,841	14,371	34,706
544.5200	Mirrors not over 1 square ft. reflecting area.....	1,540	1,019	641
544.5500	Mirror over 1 square foot reflecting are.....	5	6	14
545.6200	Glass lens & filters and parts.....	---	---	---
545.6400	Glass reflecting lenses, buttons n.e.s.....	4	---	1
547.1600	Clock glass, curved surface, n.e.s.....	---	---	---
610.8100	Pipe & tube fittings, n.e.s.....	497	533	910
613.1600	Pipe & tube fittings, copper.....	---	---	---
613.1900	Pipe & tube fittings, other.....	160	154	172
618.4800	Pipe, tubes, blanks, fittings of aluminum.....	9	---	20
620.4700	Nickel pipe & tube fittings.....	5	---	1
642.2100	Ropes, cables, etc. with fittings.....	4,850	2,731	6,540
642.8600	Wire cloth copper cut shape.....	---	---	---

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
642.8800	Wire cloth other than copper etc. cut to shape	1	15	1
646.7910	Bolts, if Canadian article & original motor vehicle equipment	8,938	9,126	12,975
646.7920	Nuts, if Canadian article & original motor vehicle equipment	12,792	11,312	14,034
646.7930	Screws, if Canadian article & original motor vehicle equipment	16,817	14,688	18,523
646.7940	Bolts, nuts, screws, etc. n.s.p.f. Canadian art, for orig. MV equipment	3,385	3,380	4,168
646.9300	Locks and padlocks, n.e.s.	151	73	183
647.0200	Hinges, fittings, mountings of iron, steel, aluminum or zinc for motor veh.	41,073	48,738	78,098
647.0600	Other hinges, fittings & mountings	61	1,145	153
652.1000	Flex metal hose or tubing	597	13	
652.3900	Chains and parts of base metals	86	70	238
652.7600	Sign plates, name plates, numbers etc. of base metal	646	758	436
652.8500	Springs & leaves for motor vehicle suspension	73,832	68,843	92,075

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
652.8700	Hairsprings	22	22	66
652.8900	Other springs	7,801	8,378	9,787
658.1000	Metal articles n.s.p.f.	13,829	11,607	17,758
660.4300	Piston type compression-ignition engines	---	9	---
660.4900	Piston type engines ex-diesel	488,048	632,364	1,013,837
660.5700	Piston type engines ex-diesel, n.s.p.f.	22	21	80
660.6300	Non piston type engines	82		1
660.6800	Parts of piston type engines other than compression ignition engines	123,153	152,274	193,679
660.7200	Parts internal combustion engine n.e.s.	1,168	1,362	2,358
660.8600	Non electric engines, motores & parts n.s.p.f	131	452	454
660.9300	Fuel injection pumps for compression ignition engines and parts	299	38	6
660.9800	Pumps for liquids n.e.s and parts	29,982	27,164	37,405
661.0700	Fans, blowers and parts n.e.s	19,282	13,956	24,376
661.1300	Compressors and parts	431	499	1,161
661.1600	Air pumps, vacuum pumps and parts			1
661.2100	Air conditioning machines and parts	2,390	2,908	4,776

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
661.3600	Refrig. and refrig. equipment.....	57	451	782
661.9300	Other cast iron parts.....	25	9	21
661.9600	Other parts for filtering machines n.e.s.	209	110	213
662.3600	Piston pump sprays and parts.....	16	10	17
662.5100	Other mechanical appliances n.e.s. for dispersing liquids.....	985	583	585
664.1100	Material handling equipment n.e.s.....	13,402	12,711	19,234
678.5100	Tape playing machines n.s.p.f. & parts..	6,677	15,964	48,996
680.1600	Taps, cocks, valves and parts, copper...	24	4	2
680.1800	Valves hand operated iron or steel.....	5,182	6,426	7,046
680.2400	Valves hand operated metal.....	1,609	2,546	2,700
680.2800	Taps, cocks, valves and parts, other....	30,868	26,160	41,858
680.3100	Anti friction balls and rollers.....	367	305	385
680.3400	Ball bearings with integral shafts.....	2,256	1,922	3,255
680.3620	Ball bearings.....		--	---

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
680.3820	Ball bearings	10,646	8,428	10,553
680.3830	Parts of ball bearings	114	6	53
680.4140	Tapered roller bearings cup and cones, assemblies in sets	50	70	40
680.4144	Tapered roller bearings cup assemblies	3,645	3,420	5,185
680.4148	Tapered roller bearings cone assemblies	6,622	6,300	11,103
680.4152	Parts n.s.p.f. of tapered roller bearings	559	---	99
680.4170	Roller bearings, n.s.p.f. including combination roller and ball bearings and parts	4,733	4,477	4,364
681.3000	Lubrication fittings	21	20	9
681.4200	Machinery parts not containing electrical features n.s.p.f	140	160	563
682.6500	Generators, motors, and parts under 220 h.p	3,658	3,098	4,399
682.7100	Permanent magnets	7	---	---
682.9100	Electro-magnetic couplings, etc	6	45	1
683.0600	12 volt lead-acid type storage batteries	---	4,407	12,472
683.0800	Lead-acid type storage batteries, n.s.p.f	---	4,143	796
683.1100	Lead-acid type storage batteries and parts	15,730	4,764	---

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
683.1600	Other storage batteries and parts.....	1,035	898	997
683.6100	Electrical starting and ignition equip. for internal combustion engines.....	23,511	23,364	9,064
683.6600	Electrical lightning equip designed for motor vehicles and parts.....	8,247	9,330	22,076
684.4100	Electric heaters and parts.....	4,277	3,112	2,594
684.6300	Telephonic apparatus instruments & parts.	1	19	---
684.7100	Microphones, loudspeakers etc.....	104	94	77
685.5520	Radio receivers.....	15,476	12,900	12,007
685.5540	Other radio receiving equipment.....	4,268	3,726	3,643
685.7100	Electric sound and visual signaling apparatus.....	4,003	5,878	4,496
685.8100	Electrical capacitors fixed or variable.	6,015	5,551	8,737
685.9100	Electrical switches, relays, etc. & parts	24,668	18,384	25,200
686.1100	Resistors fixed or variable.....	1,431	1,003	1,093
686.1900	Automatic voltage regulators for 6, 12, and 24 volt systems.....	62	28	26
686.6100	Sealed beam lamps.....	749	916	841
686.8100	Electric filament lamps under 100 volts n.e.s.....	1,611	1,244	1,724

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
687.3600	Color television picture tubes			
687.4400	Electronic tubes excluding color television picture tubes			
687.5600	Cathode ray tubes and parts	3	1	
687.6200	Miscellanous electronic crystal components	38		
687.7600	Electronic tubes, n.e.c	15	28	
687.8900	Electronic tubes, exc. cathode ray tubes, transistors and other related electronic crystal components		28	61
688.0500	Insulated electrical conductors without fittings	23	10	7
688.0700	Electric conductor n.e.s. no fittings	36	1	8
688.1300	Ignition wiring sets	18,929	23,959	29,146
688.1600	Insulated electrical conductors with fitting, other	8,541	6,666	6,674
688.3700	Solid state elec. clocks & clock modules			
688.4600	Electrical articles & parts n.s.p.f	1,789	2,300	3,820
692.2110	Bodies (incl. cabs) for auto trucks	49,486	42,712	22,380
692.2120	Bodies (incl. cabs) for truck tractors	522	518	1,690
692.2130	Bodies for motorbuses	45,022	40,965	47,847
692.2320	Bodies for passenger automobiles	25	13	26
692.2340	Bodies for motor vehicles n.s.p.f	128	147	253

TABLE 14 CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
692.3310	Body stampings	13,317	7,381	3,560
692.3320	Bumpers	20,501	41,340	82,684
692.3330	Wheels designed to be mounted with pneumatic tires	77,387	87,548	128,184
692.3340	Hubcaps and wheelcovers	248	314	3,383
692.3350	Radiators	50,600	46,901	60,323
692.3360	Mufflers & tailpipes	30,667	31,604	45,043
692.3372	Brakes and parts	79,580	83,842	130,994
692.3374	Transmissions for trucks and buses	629	45	39
692.3376	Transmissions for passenger auto	89,811	280,155	483,057
692.3378	Transmissions for motor vehicles n.s.p.f.	250	18	63
692.3380	Shock absorbers for motor vehicles	13,419	14,754	10,853
692.3390	Parts n.s.p.f. of motor vehicles	1,215,827	1,231,853	1,842,862
711.7900	Pressure gauges, thermostats, etc	2,337	2,783	7,236
711.9100	Taximeters and parts	346	195	285
711.9900	Speedometers and parts	16,525	27,523	43,533
712.5100	Test record measuring instruments			

TABLE 14. CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983
721.2000	Clocks, clock movements and parts.....	119	30	49
727.0700	Furniture for motor vehicles.....	178,914	185,369	268,951
728.3000	Non textile floor coverings.....	79	5	2
745.8000	Buckles, buckle slides, fasteners & parts	5	1,838	3,436
772.6600	Hose, pipe, and tubing n.s.p.f. of rubber or plastic.....	11,022	6,265	9,548
772.8100	Handles and knobs of rubber or plastic..	3,573	2,219	3,299
772.8600	Closures, including caps, lids, etc. of rubber or plastic.....	173	214	243
773.2600	Gaskets of rubber or plastic.....	13,678	19,966	23,169
773.3100	Electrical insulators of rubber or plastic	191	457	476
774.7000	Articles n.s.p.f. of rubber or plastic	13,316	11,474	22,605
791.8100	Articles of reptile leather.....			
791.9100	Other leather articles n.s.p.f.....	12	18	7
	Total duty-free parts.....	3,055,727	3,475,554	5,181,409
	[1/]Grand total of all duty-free motor vehicles and parts.....	9,851,773	12,411,147	16,012,339

[1/]Figures may not add due to rounding

TABLE 15.--U.S. AUTOMOTIVE TRADE [1/] TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA 1981-1983

(Millions of U.S. Dollars)

	Trade with all countries			Trade with Canada[2/]			Trade with all countries except Canada		
	1981	1982	1983	1981	1982	1983	1981	1982	1983
U.S. Exports:									
Passenger Cars	2,860	2,860	4,200	3,154	2,343	3,856	766	517	344
Trucks, buses and chasis	2,647	2,048	1,760	1,007	683	1,028	1,640	1,365	732
Parts and accessories	10,580	10,265	10,490	5,828	6,143	7,281	4,752	4,122	3,209
TOTAL Exports	17,147	15,173	16,450	9,989	9,169	12,165	7,158	6,004	4,285
U.S. Imports:									
Passenger cars	18,020	20,481	24,345	4,295	5,805	7,278	13,725	14,676	17,067
Trucks, buses and chasis	4,804	5,138	5,911	2,622	3,196	3,599	2,102	1,942	2,312
Parts and accessories	6,594	7,260	10,732	3,201	3,207	5,314	3,417	4,053	5,418
TOTAL Imports	29,418	32,879	40,988	10,118	12,208	16,191	19,244	20,671	24,797
U.S. Net Exports (-) [3/]	(12,271)	(17,706)	(24,538)	(129)	(3,039)	(4,026)	(12,086)	(14,667)	(20,512)

[1/] The figures are not all inclusive in as much as some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available in U.S. foreign trade statistics. Exports and imports of tires and tubes are not included. Figures may not add to totals due to rounding.

[2/] The purpose of this table is to compare the U.S. automotive trade balance with Canada and with the rest of the world. Therefore, imports of automotive products identified by the Automotive Products Trade Act of 1965 (APTA) are not included because similar items are not identifiable in the statistics of imports from other countries. See Table 14 for totals of these new APTA items for Canada.

[3/] The net balance shown for U.S. automotive trade with Canada in the above table is the most representative figure possible on the basis of U.S. trade statistics. However, see discussion of U.S.-Canadian automotive trade statistics in Section III.

Source: Bureau of the Census.

TABLE 16.--U.S. AUTOMOTIVE EXPORTS [1/] CALENDAR YEARS 1981-1983
(Millions of U.S. Dollars)

Country of Destination	Passenger cars			Trucks and Buses			Parts and Accessories			Total Exports		
	1981	1982	1983	1981.	1982	1983	1981	1982	1983	1981	1982	1983
Canada	3,154	2,343	3,856	1,007	683	1,028	5,828	6,143	7,281	9,989	9,169	12,165
Belgium and Luxembourg	18	5	6	9	4	2	113	137	124	140	146	132
Brazil	1	---	---	16	6	---	47	54	56	64	60	56
West Germany	33	25	29	15	10	8	221	213	211	269	248	248
United Kingdom	8	5	3	14	8	6	200	189	195	223	202	204
Japan	47	44	31	10	5	6	105	122	134	162	171	171
Mexico	27	14	3	105	50	13	1,791	1,119	782	1,923	1,183	798
Kuwait	95	63	30	75	90	47	66	62	58	236	215	135
Saudi Arabia	173	151	130	371	413	286	222	270	208	766	834	624
Colombia	14	14	5	54	43	12	82	96	79	150	153	96
Venezuela	82	37	3	149	106	15	462	452	271	694	595	289
Australia	1	1	1	43	28	31	222	208	124	266	237	156
Other Countries	265	158	103	779	602	306	1,227	1,200	967	2,263	1,960	1,376
TOTAL	3,920	2,860	4,200	2,647	2,048	1,760	10,580	10,265	10,490	17,147	15,173	16,450

[1/]The figures are not all inclusive inasmuch as some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available in U.S. foreign trade statistics. Exports of tires and tubes are not included. Figures may not add to totals because of rounding.

TABLE 17.--U.S. AUTOMOTIVE IMPORTS [3/] CALENDAR YEARS 1981-1983
(Millions of U.S. Dollars)

Country of Origin	Passenger cars			Trucks and Buses			Parts and Accessories			Total Exports		
	1981	1982	1983	1981	1982	1983	1981	1982	1983	1981	1982	1983
Canada												
Traditional automotive[1/]	4,295	5,805	7,278	2,622	3,196	3,599	3,201	3,695	5,314	10,118	12,696	16,191
APTA [2/]	---	---	---	---	---	---	262	268	410	262	268	410
Total	4,295	5,805	7,278	2,622	3,196	3,599	3,463	3,963	5,724	10,380	12,964	16,601
Brazil	---	---	---	41	30	20	207	272	384	248	302	404
France	285	389	558	52	51	64	176	156	178	512	596	800
Italy	179	108	79	17	20	21	79	62	76	276	190	176
Japan	9,498	9,628	11,067	2,003	1,757	2,134	1,445	1,408	1,640	12,947	12,793	14,841
Mexico	---	---	28	2	7	11	430	667	1,344	432	674	1,383
Sweden	569	833	1,107	10	13	2	20	28	41	599	874	1,150
United Kingdom	253	332	432	9	17	16	181	144	191	444	493	639
West Germany	2,906	3,362	3,736	20	17	6	500	448	585	3,426	3,827	4,327
Other Countries	34	24	60	28	30	38	355	380	569	416	434	667
Total	18,020	20,481	24,345	4,804	5,138	5,911	6,856	7,528	10,732	29,680	33,147	40,988

[1/] Traditional automotive imports from Canada include those imports identifiable as automotive products in import figures from all countries.

[2/] APTA imports include those imports from Canada which were identified by the Automotive Product Trade Act of 1965 as automotive products. These items cannot be identified as automotive in the import data for any other country or in the U.S. export data.

[3/] F.A.S. values, 1981; Customs Value Basis, 1982 and 1983.

Note: Figures may not add to total because of rounding.

Source: Bureau of the Census

TABLE 18.--TOTAL U.S. TRADE [1] (ALL COMMODITIES) WITH THE WORLD AND WITH CANADA, CALENDAR YEAR 1965 and 1981-1983
(Millions of Dollars)

	1965	1981	1982	1983
Exports, including reexports:				
To all countries, total	27,630	233,739	212,275	200,538
To Canada	5,658	39,546	33,720	38,244
Canada's percent of total	19.9	16.9	15.9	19.1
Imports, general: [2]				
From all countries, total	21,429	261,305	243,952	258,048
From Canada, total	4,858	46,414	46,477	52,130
Canada's percent of total	22.7	17.8	19.1	20.2

[1] Including special category.

[2] Beginning in 1982, import values are only recorded as "Custom Import Values," the value of imports as appraised by the U.S. Customs Service.
"Free Alongside Ship" values (F.A.S.) were last reported in 1981 for imports.

Source: Bureau of the Census

TABLE 19. CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1981 1983[2] [3]

(Millions of U.S. Dollars)

Country of Destination	Passenger cars			Trucks and Buses			Parts and Accessories			Total Exports		
	1981	1982	1983	1981	1982	1983	1981	1982	1983	1981	1982	1983
United States	4,178	5,773	7,654	2,607	3,296	3,507	3,108	3,609	5,721	9,892	12,679	16,882
West Germany	3	2	2	1	---	---	9	9	9	13	11	11
United Kingdom	---	1	---	1	1	1	7	7	7	8	9	8
Sweden	1	1	1	6	7	3	8	9	8	15	17	12
South Africa	---	---	---	5	4	6	19	7	3	23	11	9
West Indies	3	2	4	1	2	4	3	3	3	7	7	11
Australia	---	---	---	20	16	3	42	31	17	61	46	19
All other countries	337	164	106	173	159	103	370	252	156	880	576	366
TOTAL	4,522	5,942	7,767	2,812	3,486	3,627	3,566	3,927	5,924	10,900	13,355	17,318

[1] Canadian dollars converted to U.S. dollars at the following exchange rates:

$1 Canadian = $0.83408 U.S., 1981; $0.81011 U.S., 1982; $0.81136 U.S., 1983

[2] Totals may not add due to rounding.

[3] Revised 1983.

Source: Statistics Canada.

TABLE 20 - CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1981 1983[2/] [3/]
(Millions of U.S. Dollars) [1/]

Country of Origin	Passenger cars			Trucks and Buses			Parts and Accessories			Total Exports		
	1981	1982	1983	1981	1982	1983	1981	1982	1983	1981	1982	1983
United States	3,102	2,331	3,965	1,150	751	958	7,311	7,619	8,830	11,562	10,701	13,753
West Germany	189	164	193	5	7	2	34	33	28	227	204	223
France	33	67	38	---	---	---	5	7	10	38	74	48
Italy	5	4	3	1	1	1	4	4	6	10	9	9
United Kingdom	16	9	14	3	5	2	21	21	13	39	35	29
Sweden	17	8	15	3	1	1	54	44	60	74	53	77
Japan	830	672	793	336	319	377	77	96	113	1,243	1,087	1,283
All other countries	34	21	18	6	9	4	59	70	197	100	99	218
Total	4,225	3,276	5,038	1,504	1,092	1,343	7,565	7,895	9,258	13,294	12,263	15,640

1/ CONVERTED TO U S DOLLARS AT THE FOLLOWING EXCHANGES RATES
1981 U.S. $0.83408=C.$1.00; for 1982 U.S. $0.81011=C.$1.00; for 1983 U.S. $0.81136=C.$1.00.

2/ Totals may not add due to rounding.

3/ Revised 1983.

Source: Statistics Canada

TABLE 21.- CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES 1981-1983 [2/] [3/]

(Millions of U.S. Dollars) [1/]

	Trade with all countries			Trade with United States			Trade with all countries except the United States		
	1981	1982	1983	1981	1982	1983	1981	1982	1983
Canadian exports:									
Passenger cars	4,522	5,942	7,767	4,178	5,773	7,654	345	169	113
Truck & buses	2,812	3,486	3,627	2,607	3,296	3,507	205	190	120
Parts and Accessories	3,566	3,927	5,924	3,108	3,609	5,721	458	318	203
TOTAL	10,900	13,355	17,318	9,892	12,679	16,882	1,008	676	436
Canadian Imports:									
Passenger cars	4,225	3,276	5,038	3,102	2,331	3,965	1,123	945	1,073
Trucks & buses	1,504	1,092	1,343	1,150	751	958	354	341	386
Parts and accessories	7,565	7,895	9,258	7,311	7,619	8,830	254	276	428
TOTAL	13,294	12,263	15,640	11,562	10,701	13,753	1,731	1,563	1,887
Canadian net Exports (-)	(2,394)	1,092	1,678	(1,670)	1,978	3,129	(723)	(887)	(1,451)

[1/] Converted U.S. dollars at the following exchange rates: 1981 U.S. $0.83408=C.$1.00; for 1982 U.S. $0.81011=C.$1.00; for 1983 U.S. $0.81136=C.$1.00.

[2/] Totals may not add due to rounding.

[3/] Revised 1983

SOURCE: Statistics Canada

V. APPENDIXES

Appendix A

Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada

The Government of the United States of America and the Government of Canada,

Determined to strengthen the economic relations between their two countries;

Recognizing that this can best be achieved through the stimulation of economic growth and through the expansion of markets available to producers in both countries within the framework of the established policy of both countries of promoting multilateral trade;

Recognizing that an expansion of trade can best be achieved through the reduction or elimination of tariff and all other barriers to trade operating to impede or distort the full and efficient development of each country's trade and industrial potential;

Recognizing the important place that the automotive industry occupies in the industrial economy of the two countries an the interests of industry, labor and consumers in sustaining high levels of efficient production and continued growth in the automotive industry;

Agreed as follows:

ARTICLE I

The Governments of the United States and Canada, pursuant to the above principles, shall seek the early achievement of the following objectives:

(a) The creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved;

(b) The liberalization of United States and Canadian automotive trade in respect of tariff barriers and other factors tending to impede it, with a view to enabling the industries of both countries to participate on a fair and equitable basis in the expanding total market of the two countries;

(c) The development of conditions in which market forces may operate effectively to attain the most ecomonic pattern of investment, production and trade.

It shall be the policy of each Government to avoid actions which would frustrate the achievement of these objectives.

ARTICLE II

(a) The Government of Canada, not later than the entry into force of the legislation contemplated in paragraph (b) of this Article, shall accord duty-free treatment to imports of the products of the United States described in Annex A.

(b) The Government of the United States, during the session of the United States Congress commencing on January 4, 1965, shall seek enactment of legislation authorizing duty-free treatment of imports of the products of Canada described in Annex B. In seeking such legislation, the Government of the United States shall also seek authority permitting the implementation of such duty-free treatment retroactively to the earliest date administratively possible following the date upon which the Government of Canada has accorded duty-free treatment. Promptly after the entry into force of such legislation, the Government of the United States shall accord duty-free treatment to the products of Canada described in Annex B.

ARTICLE III

The commitments made by the two Governments in this Agreement shall not preclude action by either Government consistent with obligations under Part II of the General Agreement on Tariffs and Trade.

ARTICLE IV

(a) At any time, at the request of either Government, the two Governments shall consult with respect to any matter relating to this Agreement.

(b) Without limiting the foregoing, the two Governments shall, at the request of either Government, consult with respect to any problems which may arise concerning automotive producers in the United States which do not at present have facilities in Canada for the manufacture of motor vehicles, and with respect to the implications for the operation of this Agreement of new automotive producers becoming established in Canada.

(c) No later than January 1, 1968, the two Governments shall jointly undertake a comprehensive review of the progress made towards achieving the objectives set forth in Article I. During this review the Governments shall consider such further steps as may be necessary or desirable for the full achievement of these objectives.

ARTICLE V

Access to the United States and Canadian markets provided for under this Agreement may by agreement be accorded on similar terms to other countries.

ARTICLE VI

This Agreement shall enter into force provisionally on the date of signature and definitively on the date upon which notes are exchanged between the two Governments giving notice that appropriate action in their respective legislatures has been completed.

ARTICLE VII

This Agreement shall be of unlimited duration. Each Government shall however have the right to terminate this Agreement twelve months from the date on which that Government gives written notice to the other Government of its intention to terminate the Agreement.

IN WITNESS WHEREOF the representatives of the two Governments have signed this Agreement.

DONE in duplicate at Johnson City, Texas, this 16th day of January 1965, in English and French, the two texts being equally authentic.

For the Government of the United States of America:

For the Government of Canada:

ANNEX A

1. (1) Automobiles; when imported by a manufacturer of automobiles.

(2) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in automobiles to be produced in Canada by a manufacturer of automobiles.

(3) Buses, when imported by a manufacturer of buses.

(4) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in buses to be produced in Canada by a manufacturer of buses.

(5) Specified commercial vehicles, when imported by a manufacturer of specified commercial vehicles.

(6) All parts, and accessories and part thereof, except tires, tubes and any machines or other articles required under Canadian tariff item 438a to be valued separately under the tariff items regularly applicable thereto, when imported for use as original equipment in specified commercial vehicles to be produced in Canada by a manufacturer of specified commercial vehicles.

2. (1) "Automobile" means a four-wheeled passenger automobile having a seating capacity for not more than ten persons;

(2) "Base year" means the period of twelve months commencing on the 1st day of August, 1963 and ending on the 31st day of July, 1964;

(3) "Bus" means a passenger motor vehicle having a seating capacity for more than 10 persons, or a chassis therefor, but does not include any following vehicle or chassis therefor, namely an electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle or motor vehicle designed primarily for off-highway use;

(4) "Canadian value added" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act;

(5) "Manufacturer" of vehicles of any following class, namely automobiles, buses or specified commercial vehicles, means, in relation to any importation of goods in respect of which the decription is relevant, a manufacturer that

(i) produced vehicles of that class in Canada in each of the four consecutive three months' periods in the base year, and

(ii) produced vehicles of that class in Canada in the period of twelve months ending on the 31st day of July in which the importation is made,

(A) the ratio of the net sales value of which to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in that period is equal to or higher than the ratio of the net sales value of all vehicles of that class produced in Canada by the manufacturer in the base year to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in the base year, and is not in any case lower than seventy-five to one hundred; and

(B) the Canadian value added of which is equal to or greater than than Canadian value added of all vehicles of that class produced in Canada by the manufacturer in the base year;

(6) "Net sales value" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act; and

(7) "Specified commercial vehicle" means a motor truck, motor truck chassis, ambulance or chassis therefor, or hearse or chassis therefor, but does not include:

(a) any following vehicle or a chassis designed primarily therefor, namely a bus, electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle, golf or invalid cart, straddle carrier, motor vehicle designed primarily for off-highway use, or motor vehicle specially constructed and equipped to perform special services or functions, such as, but not limited to, a fire engine, mobile crane, wrecker, concrete mixer or mobile clinic, or

(b) any machine or other article required under Canadian tariff item 438a to be valued separately under the tariff item regularly applicable thereto.

3. The Government of Canada may designate a manufacturer not falling within the categories set out above as being entitled to the benefit of duty-free treatment in respect of the goods described in this annex.

ANNEX B

(1) Motor vehicles for the transport of persons or articles as provided for in items 692.05 and 692.10 of the Tariff Schedules of the United States and chassis therefor, but not including electric trolley buses, three-wheeled vehicles, or trailers accompanying truck tractors, or chassis therefor.

(2) Fabricated components, not including trailers, tires, or tubes for tires, for use as original equipment in the manufacture of motor vehicles of the kinds described in paragraph (1) above.

(3) Articles of the kinds described in paragraphs (1) and (2) above include such articles whether finished or unfinished but do not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry, exclusive of any landing cost and Canadian duty, was—

(a) with regard to articles of the kinds described in paragraph (1), not including chassis, more than 60 percent until January 1, 1968, and thereafter more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States; and

(b) with regard to chassis of the kinds described in paragraph (1), and articles of the kinds described in paragraph (2), more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States.

APPENDIX B

Public Law 89-283

89th Congress, H.R. 9042

October 21, 1965

AN ACT To provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—SHORT TITLE AND PURPOSES

SHORT TITLE

SECTION 101. This Act may be cited as the "Automotive Products Trade Act of 1965."

PURPOSES

SEC. 102. The purposes of this Act are—

(1) to provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada signed on January 16, 1965 (hereinafter referred to as the "Agreement"), in order to strengthen the economic relations and expand trade in automotive products between the United States and Canada; and

(2) to authorize the implementation of such other international agreements providing for the mutual reduction or elimination of duties applicable to automotive products as the Government of the United States may hereafter enter into.

TITLE II—BASIC AUTHORITIES

IMPLEMENTATION OF THE AGREEMENT

SEC. 201. (a) The President is authorized to proclaim the modifications of the Tariff Schedules of the United States provided for in title IV of his Act.

(b) At any time after the issuance of the proclamation authorized by subsection (a), the President is authorized to proclaim further modifications of the Tariff Schedules of the United States to provide for the duty-free treatment of any Canadian article which is original motor-vehicle equipment (as defined by such Schedules as modified pursuant to subsection (a)) if he determines that the importation of such article, is actually or potentially of commercial significance and that such duty-free treatment is required to carry out the Agreement.

IMPLEMENTATION OF OTHER AGREEMENTS

SEC. 202. (a) Whenever, after determining that such an agreement will afford mutual trade benefits, the President enters into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products of their respective countries which are motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such agreement.

(b) Whenever, after having entered into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products described in subsection (a), the President, after determining that such further agreement will afford mutual trade benefits, enters into a further agreement with such government providing for the mutual reduction or elimination

of the duties applicable to automotive products other than motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such further agreement.

(c) Before the President enters into the negotiation of an agreement referred to in subsection (a) or (b), he shall—

(1) seek the advice of the Tariff Commission as to the probable economic effect of the reduction or elimination of duties on industries producing articles like or directly competitive with those which may be covered by such agreement;

(2) give reasonable public notice of his intention to negotiate such agreement (which notice shall be published in the Federal Register) in order that any interested person may have an opportunity to present his views to such agency as the President shall designate, under such rules and regulations as the President may prescribe; and

(3) seek information and advice with respect to such agreement from the Department of Commerce, Labor, State, and the Treasury, and from such other sources as he may deem appropriate.

(d)(1) The President shall transmit to each House of the Congress a copy of each agreement referred to in subsection (a) or (b). The delivery to both Houses shall be on the same day and shall be made to each House while it is in session.

(2) The President is authorized to issue any proclamation to carry out any such agreement—

(A) only after the expiration of the 60-day period following the date of delivery,

(B) only if, between the date of delivery and the expiration of such 60-day period, the Congress has not adopted a concurrent resolution stating in substance that the Senate and House of Representatives disapprove of the agreement, and

(C) in the case of any agreement referred to in subsection (b) with any country, only if there is in effect a proclamation implementing an agreement with such country applicable to products described in subsection (a).

(3) For purposes of paragraph (2) in the computation of the 60-day period there shall be excluded the days on which either House is not in session because of adjournment of more than 3 days to a day certain or an adjournment of the Congress sine die.

(e) This section shall cease to be in effect on the day after the date of the enactment of this Act.

EFFECTIVE DATE OF PROCLAMATIONS

SEC. 203. (a) Subject to subsection (b), the President is authorized, notwithstanding section 514 of the Tariff Act of 1930 (19 U.S.C., sec. 1514) or any other provision of law, to give retroactive effect to any proclamation issued pursuant to section 201 of this Act as of the earliest date after January 17, 1965, which he determines to be practicable.

(b) In the case of liquidated customs entries, the retroactive effect pursuant to subsection (a) of any proclamation shall apply only upon request therefor filed with the customs officer concerned on or before the 90th day after the date of such proclamation and subject to such other conditions as the President may specify.

TERMINATION OF PROCLAMATIONS

SEC. 204. The President is authorized at any time to terminate, in whole or in part, any proclamation issued pursuant to section 201 or 202 of this Act.

SPECIAL REPORTS TO CONGRESS

SEC. 205. (a) No later than August 31, 1968, the President shall submit to the Senate and the House of Representatives a special report on the comprehensive review called for by Article IV(c) of the Agreement. In such report he shall advise the Congress of the progress made toward the achievement of the objectives of Article I of the Agreement.

(b) Whenever the President finds that any manufacturer has entered into any undertaking, by reason of governmental action, to increase the Canadian value added of automobiles, buses, specified commercial vehicles, or orginial equipment parts produced by such manufacturer in Canada after August 31, 1968, he shall

report such finding to the Senate and the House of Representatives. The President shall also report whether such undertaking is additional to undertakings agreed to in letters of undertaking submitted by such manufacturer before the date of enactment of this Act.

(c) The reports provided for in subsections (a) and (b) of this section shall include recommendations for such further steps, including legislative action, if any, as may be necessary for the achievement of the purposes of the Agreement and this Act.

TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

GENERAL AUTHORITY

SEC. 301. Subject to section 302 of this Act, a petition may be filed for tariff adjustment or for a determination of eligibility to apply for adjustment assistance under title III of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1901–1991) as though the reduction or elimination of a duty proclaimed by the President pursuant to section 201 or 202 of this Act were a concession granted under a trade agreement referred to in section 301 of the Trade Expansion Act of 1962.

SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

SEC. 302. (a) After the 90th day after the date of the enactment of this Act and before July 1, 1968, a petition under section 301 of this Act for a determination of eligibility to apply for adjustment assistance may be filed with the President by—

(1) a firm which produces an automotive product, or its representative; or

(2) a group of workers in a firm which produces an automotive product, or their certified or recognized union or other duly authorized representative.

(b) After a petition is filed by a firm or group of workers under subsection (a), the President shall determine whether—

(1) dislocation of the firm or group of workers has occurred or threatens to occur;

(2) production in the United States of the automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the automotive product like or directly competitive therewith, has decreased appreciably; and

(3)(A) imports into the United States from Canada of the Canadian automotive product like or directly competitive with that produced by the firm, or an appropriate subdivision thereof, have increased appreciably; or

(B) exports from the United States to Canada of the United States automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the United States automotive product like or directly competitive therewith, have decreased appreciably, and the decrease in such exports is greater than the decrease, if any, in production in Canada of the Canadian automotive product like or directly competitive with the United States automotive product being exported.

(c) If the President makes an affirmative determination under paragraphs (1), (2), and (3) of subsection (b), with respect to a firm or group of workers, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance, unless the President determines that the operation of the Agreement has not been the primary factor in causing or threatening to cause dislocation of the firm or group of workers.

(d) If the President makes an affirmative determination under paragraph (1) but a negative determination under paragraph (2) or (3) of subsection (b), with respect to a firm or group of workers, the President shall determine whether the operation of the Agreement has nevertheless been the primary factor in causing or threatening to cause dislocation of the firm or group of workers. If the President makes such an affirmative determination, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance.

(e)(1) In order to provide the President with a factual record on the basis of which he may make the determinations referred to in subsections (b), (c), and (d)

with respect to a firm or a group of workers, the President shall promptly transmit to the Tariff Commission a copy of each petition filed under subsection (a) and, not later than 5 days after the date on which the petition is filed, shall request the Tariff Commission to conduct an investigation related to questions of fact relevant to such determinations and to make a report of the facts disclosed by such investigation. In his request, the President may specify the particular kinds of data which he deems appropriate. Upon receipt of the President's request, the Tariff Commission shall promptly institute the investigation and promptly publish notice thereof in the Federal Register.

(2) In the course of each investigation conducted under paragraph (1), the Tariff Commission shall, after reasonable notice, hold a public hearing, if such hearing is requested (not later than 10 days after the date of the publication of its notice under paragraph (1)) by the petitioner or any other person showing a proper interest in the subject matter of the investigation, and shall afford interested persons an opportunity to be present, to produce evidence, and to be heard at such hearing.

(3) Not later than 30 days after the date on which it receives the request of the President under paragraph (1), the Tariff Commission shall transmit to the President a report of the facts disclosed by its investigation, together with the transcript of the hearing and any briefs which may have been submitted in connection with such investigation.

(f)(1) The President shall make each final determination under subsection (b) (c), or (d) with respect to a firm or group of workers only after he has sought advice from the Departments of Commerce, Labor, and the Treasury, the Small Business Administration, and such other agencies as he may deem appropriate.

(2) The President shall make each such final determination not later than 15 days after the date on which he receives the Tariff Commission's report, unless, within such period, the President requests additional factual information from the Tariff Commission. In this event, the Tariff Commission shall, not later than 25 days after the date on which it receives the President's request, furnish such additional factual information in a supplemental report, and the President shall make his final determination not later than 10 days after the date on which he receives such supplemental report.

(3) The President shall promptly publish in the Federal Register a summary of each final determination under this section.

(g) Any certification with respect to a group of workers made by the President under this section shall—

(1) specify the date on which the dislocation began or threatens to begin; and

(2) be terminated by the President whenever he determines that the operation of the Agreement is no longer the primary factor in causing separations from the firm or subdivision thereof, in which case such termination shall apply only with respect to separations occurring after the termination date specified by the President.

(h) Any certification with respect to a firm or a group of workers or any termination of such certification, including the specification of a date in such certification or termination, made by the President under this section shall constitute a certification or termination, including the specification of a date therein, under section 302 of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1902) for purposes of chapter 2 or 3 of title III of that Act.

(i) If a firm which has been certified under this section applies for tax assistance as provided by section 317 of the Trade Expansion Act of 1962, the reference in subsection (a)(2) of such section 317 to a trade or business which was seriously injured by increased imports which the Tariff Commission has determined to result from concessions granted under trade agreements shall be treated as referring to a trade or business which was seriously injured by the operation of the Agreement.

(j) Notwithstanding any provision of chapter 3 of title III of the Trade Expansion Act of 1962 or of this title, applications based on any certification made by the President under this section for—

(1) trade readjustment allowances for weeks of unemployment beginning after January 17, 1963, and before the 90th day after the date of the enactment of this Act, and

(2) relocation allowances for relocations occurring after January 17, 1963, and before such 90th day,

shall be determined in accordance with regulations prescribed by the Secretary of Labor.

(k) The President is authorized to exercise any of his functions under this section through such agency or other instrumentality of the United States Government as he may direct and in conformity with such rules or regulations as he may prescribe.

(l) For purposes of this section—

(1) The term "automotive product" means a motor vehicle or a fabricated component to be used as original equipment in the manufacture of motor vehicles.

(2) The term "dislocation" means—

(A) in the case of a firm, injury to the firm, which may be evidenced by such conditions as idling of productive facilities, inability to operate at a level of reasonable profit, or unemployment or underemployment, and which is of a serious nature; and

(B) in the case of a group of workers, unemployment or underemployment of a significant number or proportion of the workers of a firm or an appropriate subdivision thereof.

(3) The term "firm" includes an individual proprietorship, partnership, joint venture, association, corporation (including a development corporation), business trust, cooperative, trustees in bankruptcy, and receivers under decree of any court. A firm, together with any predecessor, successor, or affiliated firm controlled or substantially beneficially owned by substantially the same persons, may be considered a single firm where necessary to prevent unjustifiable benefits.

(4) The term "operation of the Agreement" includes governmental or private actions in the United States or Canada directly related to the conclusion or implementation of the Agreement.

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

SEC. 303. At the time the President transmits to the Congress a copy of any agreement pursuant to section 202(d)(1), he shall recommend to the Congress such legislative provisions concerning adjustment assistance to firms and workers as he determines to be appropriate in light of the anticipated economic impact of the reduction or elimination of duties provided for by such agreement.

AUTHORIZATION OF APPROPRIATIONS

SEC. 304. There are hereby authorized to be appropriated such sums as may be necessary from time to time to carry out the provisions of this title, which sums are authorized to be appropriated to remain available until expended.

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

SEC. 401. (a) The modifications of the Tariff Schedules of the United States provided for in this title shall not enter into force except as proclaimed by the President pursuant to section 201(a) of this Act.

(b) The rates of duty in column numbered 1 of the Tariff Schedules of the United States which are modified pursuant to section 201(a) of this Act shall be treated—

(1) as not having the status of statutory provisions enacted by the Congress, but

(2) as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party.

REFERENCES TO TARIFF SCHEDULES

SEC. 402. Whenever in this title a modification is expressed in terms of a modification of an item or other provision, the reference shall be considered to be made to an item or other provision of the Tariff Schedules of the United States (19 U.S.C., sec. 1202). Each page reference "(p.)" in this title refers to the page on which the item or provision referred to appears both in part II of the Federal Register for August 17, 1963, and in volume 77A of the United States Statutes at Large.

DEFINITION OF CANADIAN ARTICLE

SEC. 403. In general headnote 3 (pp. 11 and 12) redesignate paragraphs (d), (e), and (f) as paragraphs (e), (f), and (g), respectively, and insert a new paragraph (d) as follows:

"(d) Products of Canada.

"(i) Products of Canada imported into the customs territory of the United States, whether imported directly or indirectly, are subject to the rates of duty set forth in column numbered 1 of the schedules. The rates of duty for a Canadian article, as defined in subdivision (d)(ii) of this headnote, apply only as shown in the said column numbered 1.

"(ii) The term 'Canadian article', as used in the schedules, means an article which is the product of Canada, but does not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry (that is, the actual purchase price, or, if not purchased, the export value, of such materials, plus, if not included therein, the cost of transporting such materials to Canada but exclusive of any landing cost and Canadian duty) was—

"(A) with regard to any motor vehicle or automobile truck tractor entered on or before December 31, 1967, more than 60 percent of the appraised value of the article imported into the customs territory of the United States; and

"(B) with regard to any other article (including any motor vehicle or automobile truck tractor entered after December 31, 1967), more than 50 percent of the appraised value of the article imported into the customs territory of the United States."

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

SEC. 404. In the headnotes for subpart B, part 6, schedule 6 add after headnote 1 (p. 323) the following new headnote:

"2. Motor Vehicles and Original Equipment Therefor of Canadian Origin.—(a) The term 'original motor-vehicle equipment', as used in the schedules with reference to a Canadian article (as defined by general headnote 3(d)), means such a Canadian article which has been obtained from a supplier in Canada under or pursuant to a written order, contract, or letter of intent of a bona fide motor-vehicle manufacturer in the United States, and which is a fabricated component intended for use as original equipment in the manufacture in the United States of a motor vehicle, but the term does not include trailers or articles to be used in their manufacture.

"(b) The term 'motor vehicle', as used in this headnote, means a motor vehicle of a kind described in item 692.05 or 692.10 of this subpart (excluding an electric trolley bus and a three-wheeled vehicle) or an automobile truck tractor.

"(c) The term 'bona fide motor-vehicle manufacturer', as used in this headnote, means a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months, and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week. The Secretary of Commerce shall maintain, and publish from time to time in the Federal Register, a list of the names and addresses of bona fide motor-vehicle manufacturers.

"(d) If any Canadian article accorded the status of original motor-vehicle equipment is not so used in the manufacture in the United States of motor vehicles, such Canadian article or its value (to be recovered from the importer or other person who diverted the article from its intended use as original motor-vehicle equipment) shall be subject to forfeiture, unless at the time of the diversion of the Canadian article the United States Customs Service is notified in writing, and, pursuant to arrangements made with the Service—

"(i) the Canadian article is, under customs supervision, destroyed or exported, or

"(ii) duty is paid to the United States Government in an amount equal to the duty which would have been payable at the time of entry if the Canadian article had not been entered as original motor-vehicle equipment."

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

SEC. 405. (a) Redesignate item 692.23 (p. 326) as 692.27; in headnote 1(b) of subpart B, part 6, schedule 6 (p. 325) substitute "item 692.27" in lieu of "item 692.25"; and insert in proper numerical sequence new items as follows.

"	692.06	If Canadian article, but not including any electric trolley bus, three-wheeled vehicle, or trailer accompanying an automobile truck tractor (see general headnote 3(d))	Free	"
"	692.11	If Canadian article, but not including any three-wheeled vehicle (see general headnote 3(d))	Free	"
"	692.21	Chassis, if Canadian article, except chassis for an electric trolley bus, or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.23	Chassis, if Canadian article, except chassis designed primarily for a vehicle described in item 692.15 or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.25	If Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.28	Automobile truck tractors, if Canadian article; other articles, if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"

" (a) Insert in proper numerical sequence new items as follows:

"	361.90	Any article described in the foregoing items 360.20 to 360.70, inclusive, 360.80, 361.80, or 361.85, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	516.98	Any article described in the foregoing items 516.71 to 516.76, inclusive, or 516.94, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	646.79	Any article described in the foregoing item 646.20 and items 646.40 to 646.78, inclusive (except 646.45 and 646.47), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	652.39	Any article described in the foregoing items 652.12 to 652.38, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	658.10	Any article described in the foregoing items 657.09 to 658.00, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	682.65	Any article described in the foregoing items 682.10 to 682.60, inclusive (except 682.50), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	685.55	Any article described in the foregoing items 685.20 to 685.50, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	721.20	Any article in the foregoing items covering clocks, clock movements, clock cases and dials and parts thereof, plates (720.67), assemblies and subassemblies for clock movements, and other parts for clock movements, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"

(c) Insert in proper numerical sequence new items 335.27, 389.50, 728.30 745.80, and 774.70, each having an article description and rate as follows:

	Any article described in the foregoing provisions of this subpart, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"

(d) Redesignate item 613.16 as 613.18, item 652.85 as 652.84, item 652.87 as 652.88, item 680.34 as 680.33, item 680.58 as 680.60, item 680.59 as 680.70, item 680.60 as 680.90, and item 711.91 as 711.93; and insert in proper numerical sequence new items as follows:

207.01	652.89	683.11
220.46	660.43	683.16
357.91	660.45	683.61
357.96	660.47	683.66
358.03	660.51	684.41
517.82	660.53	684.63
535.15	660.55	684.71
540.72	660.86	685.71
544.18	660.93	685.81
544.32	660.95	685.91
544.42	661.11	686.11
544.52	661.13	686.23
544.55	661.16	686.61
545.62	661.21	686.81
545.64	661.36	687.51
547.16	661.93	687.61
610.81	661.96	688.13
613.16	662.36	688.41
631.19	662.51	711.85
618.48	664.51	711.91
620.47	678.51	711.99
642.21	680.21	712.51
642.56	680.23	727.07
642.88	680.28	772.66
646.93	680.31	772.81
647.02	680.34	772.86
647.06	680.36	773.26
652.10	680.58	773.31
652.76	680.91	791.81
652.85	682.71	791.91
652.87	692.91	

each such item having the article description "If Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6) * * *" subordinate to the immediately preceding article description, and having "Free" in rate of duty column numbered 1.

TITLE V—GENERAL PROVISIONS

AUTHORITIES

SEC. 501. The head of any agency performing functions authorized by this Act may—

(1) authorize the head of any other agency to perform any of such functions; and

(2) prescribe such rules and regulations as may be necessary to perform such functions.

ANNUAL REPORT

SEC. 502. The President shall submit to the Congress an annual report on the implementation of this Act. Such report shall include information regarding new negotiatons, reductions or eliminations of duties, reciprocal concessions obtained, and other information relating to activities under this Act. Such report shall also include information providing an evaluation of the Agreement and this Act in relation to the total national interest, and specifically shall include, to the extent practicable, information with respect to—

(1) the production of motor vehicles and motor vehicle parts in the United States and Canada.

(2) the retail prices of motor vehicles and motor vehicles parts in the United States and Canada,

(3) employment in the motor vehicle industry and motor vehicle parts industry in the United States and Canada, and

(4) United States and Canadian trade in motor vehicles and motor vehicle parts, particularly trade between the United States and Canada.

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

SEC. 503. Nothing contained in this Act shall be construed to affect or modify the provisions of the Anti-Dumping Act, 1921 (19 U.S.C. 160–173), or of any of the antitrust laws as designated in section 1 of the Act entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes", approved October 15, 1914 (15 U.S.C. 12).

TITLE VI—MISCELLANEOUS PROVISIONS

JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES

SEC. 601. Section 601(e) of the Revenue Act of 1941 (55 Stat. 726) (relating to the Joint Committee on Reduction of Nonessential Federal Expenditures) is amended to read as follows:

"(e) There are hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this section."

Approved October 21, 1965.

LEGISLATIVE HISTORY

House Reports: No. 537 (Committee on Ways and Means) and No. 1115 (committee of conference).
Senate Report No. 782 (Committee on Finance).
Congressional Record, vol. 111 (1965):
Aug. 31: Considered and passed House.
Sept. 28, 29: Considered in Senate.
Sept. 30: Considered and passed Senate, amended.
Oct. 5: Senate agreed to conference report.
Oct. 8: House agreed to conference report.

APPENDIX C

PRESIDENTIAL DOCUMENTS

[From the Federal Register, vol. 30, No. 209, Oct. 28, 1965]

TITLE 3—THE PRESIDENT

PROCLAMATION 3682

IMPLEMENTING AGREEMENT CONCERNING AUTOMOTIVE PRODUCTS BETWEEN THE UNITED STATES AND CANADA

By the President of the United States of America

A PROCLAMATION

WHEREAS the United States and Canada on January 16, 1965, entered into an Agreement Concerning Automotive Products, which provides that Canada shall accord duty-free treatment to imports of certain automotive products of the United States and that, after enactment of implementing legislation, the United States shall accord duty-free treatment to certain automotive products of Canada retroactively to the earliest date administratively possible following the date on which the agreement has been implemented by Canada (art. II, 89th Cong. 1st sess., H. Rep. 537, 38);

WHEREAS the agreement of January 16, 1965, was implemented by Canada through the granting of the requisite duty-free treatment to United States products on January 18, 1965;

WHEREAS titles II and IV of the Automotive Products Trade Act of 1965 have been enacted to provide for modifications of the Tariff Schedules of the United States (19 U.S.C. 1202) to implement the agreement of January 16, 1965, such modifications to enter into force in the manner proclaimed by the President (79 Stat. 1016);

WHEREAS sections 201(a) and 203 of the Automotive Products Trade Act of 1965 authorize the President to proclaim the modifications of the Tariff Schedules of the United States provided for in sections 403, 404, and 405 of that Act with retroactive effect as of the earliest date after January 17, 1965, which he determines to be practicable, and section 401(b) of that Act provides that the rates of duty in column numbered 1 of the tariff schedules that are modified pursuant to such proclamation shall be treated as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party (79 Stat. 1016); and

WHEREAS I determine that the earliest date, after January 17, 1965, as of which it is practicable to give retroactive effect to this proclamation is January 18, 1965:

NOW, THEREFORE, I, LYNDON B. JOHNSON, under the authority vested in me by the Constitution and the statutes, particularly sections 201(a) and 203 of the Automotive Products Trade Act of 1965, do proclaim (1) that the modifications of the Tariff Schedules of the United States provided for in sections 403 and 404 of that Act shall enter into force on the day following the date of this proclamation, and (2) that the modifications of the tariff schedules provided for in section 403 of that Act shall enter into force on December 20, 1965, effective with respect to articles which are or have been entered for consumption, or for warehouse, on or after January 18, 1965.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-first day of October in the year of our Lord nineteen hundred and sixty-five, and of the Independence of
[SEAL] the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:
DEAN RUSK,
Secretary of State.

[F.R. Doc. 65-11584; Filed, Oct. 25, 1965; 4:21 p.m.]

United States Bona Fide Motor Vehicles Manufacturers
May 31, 1984 with Date of Certification

Adolph-Knapheide Truck Equipment Co.
1701 Fairfax Trfwy.
Kansas City, KS 66115
August 1, 1983

Allentown Brake and Wheel Service, Inc.
R.D. #8
P.O. Box 2088
Allentown, PA 18001
October 19, 1983

AM General Corporation
14250 Plymouth Road
Detroit, MI 48232
September 19, 1983

American La France
Division of Figgie International, Inc.
1051 S. Main Street
Elmira, New York 14902
July 8, 1983

American Motors Corporation
27777 Franklin Road
South, MI 48034
January 1, 1984

American Trailer Service, Inc.
2814 North Cleveland Avenue
St. Paul, Minnesota 55113
January 1, 1984

American Transportation Corporation
Highway 65 South
Conway, Arkansas 72032
April 19, 1984

Amthor's Welding Service, Inc.
307 State Route 52 East
Walden, New York 12586
July 9, 1983

H.G. Anderson Equipment Corporation
P.O. Box 357
480 South Street
Rensselaer, NY 12144
October 4, 1983

Arctco, Inc.
P.O. Box 810
Thief River Falls, MN 56701
August 2, 1983

Arkansas Trailer Mfg. Co., Inc.
P.O. Box 4080
32nd & Elm Street
Little Rock, Arkansas 72214
January 1, 1984

Armored Vehicle Builders, Inc.
Route 41
Central Berkshire Blvd.
Pittsfield, MA 01201
November 1, 1983

Arrow Trailer & Equipment Co.
140 North Dirksen Parkway
Springfield, Illinois 62702
March 31, 1984

Automated Waste Equipment
Company, Inc.
209 Bakers Basin Road
Lawrenceville, New Jersey 0864
September 1, 1983

Automotive Rentals, Inc.
dba Fleet Body Engineering
5655 S. 122nd E. Avenue
Tulsa, Oklahoma 74147
January 18, 1984

Automotive Service Company
111-113 North Waterloo
Jackson, Michigan 49204
January 18, 1984

Avanti Motor Corporation
P.O. Box 1916
South Bend, Indiana 46634
January 1, 1984

Aztec Products
P.O. Box 659
102 Sentry Dr. North
Mansfield, TX 76063
December 2, 1983

Bankhead Enterprises, Inc.
1345 Bankhead Avenue
Atlanta, Georgia 30318
August 1, 1983

Beam Truck and Body Inc.
433 Cumberland Hill Road
Woonsocket, RI 02895
September 1, 1983

Bender's Sales and Service, Inc.
4805 Holland
Saginaw, Michigan 48601
Novmeber 15, 1983

Benson Truck Bodies, Inc.
P.O. Box 49
Mineral Wells, WV 26150
August 1, 1983

Allan U. Bevier, Inc.
4514 Hollins Ferry Road
Baltimore, MD 21227
April 1, 1984

Bibeau Enterprises
Route 102
Londonderry, NH 03053
October 15, 1983

Birmingham Manufacturing Co., Inc.
193 Main Street
Springville, AL 35146
August 1, 1983

Blue Bird Body Company
P.O. Box 937
North Camellia Road
Fort Valley, Georgia 31030
January 19, 1984

Boone Trailers, Inc.
154 Park Street
Palmer, MA 01069
January 1, 1984

Boyertown Auto Body Works
Third & Walnut Streets
P.O. Box 418
Boyertown, PA 19512
September 1, 1983

Brake and Equipment Co., Inc.
11911 W. Silver Spring Road
P.O. Box 25506
Milwaukee, Wisconsin 53225
August 1, 1983

Brake Service and Parts, Inc.
170 Washington Street
P.O. Box 942
Bangor, Me. 04401
August 1, 1983

Brown Cargo Van, Inc.
807 East 29th Street
Lawrence, Kansas 66044
April 30, 1984

Bud Industries, Inc.
100 Pulaski Street
West Warwick, RI 02893
December 5, 1983

Bus Andrews Equipment Sales
and Service, Inc.
2828 E. Kearney Street
Springfield, Missouri 65803
January 1, 1984

Bus Industries of America Inc.
Base Road
R.D. #1
Oriskany, NY 13424
April 1, 1984

Camelot Motors Corporation
890 S. Marshall Ave.
P.O. Box 517
Marshall, Michigan 49068
March 1, 1984

The Carnegie Body Company
9500 Brookpark Road
Cleveland, OH 44129
January 1, 1984

Carpenter Body Works, Inc.
1500 W. Main Street
P.O. Box 128
Mitchell, Indiana 47446
January 1, 1984

Centennial Industries Div.
Douglas & Lomason Company
P.O. Box 708
Columbus, GA 31993
June 1, 1984

Champion Home Builders, Co.
5573 E. North Street
Dryden, Michigan 48428
August 1, 1983

Chrysler Corporation
CIMS 418-37-10
1200 Chrysler Drive
P.O. Box 1919
Highland Park, Michigan 48288
January 18, 1984

City Spring Works, Inc.
1127 W. Main St.
Oklahoma City, Oklahoma 73106
August 1, 1983

B. M. Clark Company, Inc.
Route 17 - P.O. Box 185
Union, Maine 04862
January 14, 1984

Clement Industries
Sibley Road
P.O. Box 914
Minden, Louisiana 71055
August 1, 1983

CMI
Load King Division
Rose & Elm Streets
Elk Point
South Dakota 57025
August 1, 1983

Coach & Equipment Mfg. Corp.
P.O. Box 36
Penn Yan, N.Y. 14527
March 14, 1984

Collins Industries, Inc.
Box 58
Hutchinson, Kansas 67501
January 1, 1984

Columbia Car Corporation
3110 International Lane
Madison, Wisconsin 53704
August 1, 1983

Commercial Truck & Trailer, Inc.
313 N. State Street
Girard, Ohio 44420
January 1, 1984

Concept Seating Corp.
St. Rd. 15, Toll Road
Bristol, Indiana 46507
January 1, 1984

Cook Body Company
3701 Harlee Avenue
Charlotte, North Carolina 28208
October 22, 1983

Correct Manufacturing Corp
London Road Extension
Delaware, Ohio 43015
July 1, 1983

Corts Truck Equipment, Inc.
Mohawk Street
Whitesboro, New York 13492
August 1, 1983

Crane Carrier Company
1925 North Sheridan
Tulsa, Oklahoma 64151
January 1, 1984

Crenshaw Corporation
P.O. Box 24217
1700 Commerce Road
Richmond, Virgina 23224
July 1, 1984

Crown Coach Corporation
2428 East 12th. Street
Los Angeles, California 90021
January 1, 1984

Custom Sales and Service, Inc.
11th Street & 2nd Road
Hammonton, N.J. 08037
January 1, 1984

D&J Seating
P.O. Box Z
Edwardsburg, MI 49111
January 1, 1984

Daleiden's Inc.
425 E. Vine Street
Kalamazoo, Michigan 49001
January 31, 1984

Dealers Truck Equipment Co., Ir
2460 Midway Street
P.O. Box 31435
Shreveport, Louisiana 71130
January 1, 1984

Decker Tank Company
300 Lincoln Ave.
Hawthorne, New Jersey 07506
November 3, 1983

Delavan Industries, Inc.
1728 Walden Avenue
Buffalo, New York 14225
May 1, 1984

Dickenson Lines, Inc.
1800 S. 12th Street
Princeton, MN 55371
April 1, 1984

Donovan Spring & Equipment Co., Inc.
50 Upton Street
Manchester, NH 03103
July 1, 1983

Dunham Manufacturing Co., Inc.
P.O. Box 430
Railroad Avenue
Minden, Louisiana 71058
January 1, 1984

Duplex Truck Division
The Nolan Company
Gundy Drive
P.O. Box 295
Midvale, Ohio 44653
October 1, 1983

Duralite Truck Body and
Container Corporation
1300 Bush Street
Baltimore, Maryland 21230
January 1, 1984

E&R Trailer Sales, Inc.
R.R. #1
Middle Point, Ohio 45863
January 1, 1984

Eagle International, Inc.
P.O. Box 4119
2045 Les Mauldin Blvd.
Brownsville, Texas 78520
January 1, 1984

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1984

Eight Point Trailer Corporation
6100 E. Washington Boulevard
Los Angeles, California 90040
January 18, 1984

Elder International, Inc.
5875 Kelley Street
Houston, Texas 77252
August 1, 1983

Equipment Service, Inc.
40 Airport Road
Hartford, Connecticut 06114
April 1, 1983

Esquire, Inc.
21861 Protecta Drive
Elkhart, Indiana 46516
January 1, 1984

Euclid Division of Clark
Michigan Company
22221 St. Clair Avenue
Cleveland, Ohio 44177
January 16, 1984

John Evans Manufacturing Co., In
P. O. Box 669
Sumter, South Carolina 29150
October 1, 1983

Ewell Equipment Company, Inc.
307 N. Timberland Drive
Lufkin, Texas 75901
February 2, 1984

Excalibur Automobile Corporation
1735 South 106th Street
Milwaukee, Wisconsin 53214
May 22, 1984

Fifth Wheel, Inc.
P.O. Box 15855
15335 East Admiral Place
Tulsa, Oklahoma 74116
January 1, 1984

Fleetwood Motor Homes
3125 Myers Street
Riverside, California 92523
August 1, 1983

Fleetwood Motor Homes
of California, Inc.
P.O. Box 1549
Riverside, California 92502
June 27, 1983

The Fixible Corporation
970 Pittsburgh Drive
Delaware, OH 43015
November 1, 1983

Ford Motor Company
The American Road
Dearborn, MI 48121
January 18, 1984

Freightliner Corporation
4747 North Channel Avenue
Portland, OR 97217
December 14, 1983

French Tool & Manufacturing Co.
2501 S. Commerce Drive
P.O. Box 753
Midland, TX 79703
July 1, 1983

Freuhauf Corporation
10900 Harper Avenue
P.O. Box 238
Detroit, Michigan 48232-9961
December 1, 1983

Frink American, Inc.
205 Webb Street
Clayton, New York 13624
October 1, 1983

FWD Corporation
105 East 12th Street
Clintonville, Wisconsin 54929
January 1, 1984

Peter Garafano & Son, Inc.
500 Marshall Street
Paterson, NJ 07503
June 5, 1983

Gelco Truck Leasing
5250 Old Maumee Road
Fort Wayne, IN 46803
January 1, 1984

General Trailer Services, Inc.
2620 Cambell Blvd.
P.O. Box 8
Ellenwood, GA 30049
February 25, 1984

General Motors Corporation
Room 12-136
3044 West Grand Boulevard
Detroit, Michigan 48202
January 19, 1984

General Truck Equipment
& Trailer Sales, Inc.
P.O. Box 6954
5310 Broadway Avenue
Jacksonville, Florida 32236-695

January 1, 1984

Gillig Corporation
P.O. Box 3008
25800 Clawiter Road
Hayward, CA 94540
January 1, 1984

Gilson Brothers Company
P.O. Box 152
Plymouth, Wisconsin 53073
September 28, 1983

Gooch Brake & Equipment Company
506 Grand Avenue
Kansas City, Missouri 64106
January 1, 1984

Gratiot Equipment Co.
1244 E. Center Street
Ithaca, Michigan 48847
September 1, 1983

The Greyhound Corporation
Greyhound Tower
Phoenix, Arizona 85077
(doing business through)
Motor Coach Industries, Inc.
Pembina, North Dakota 58271
Transportation Mfg. Corp.
Roswell, New Mexico 88201 and
Romex, Inc.
Roswell, N.M. 88201
August 1, 1983

Grumman Olson, a Division of
Grumman Allied Industries, Inc.
445 Broad Hollow Road
Melville, New York 11747
January 1, 1984

Hackney and Sons
400 Hackney Avenue
P.O. Box Box 880
Washington, North Carolina 2788
January 1, 1984

Hackney & Sons (Midwest) Inc.
300 Hackney Avenue
P.O. Box 608
Independence, Kansas 67301
September 23, 1983

Harley-Davidson Motor Co., Inc.
3700 West Juneau Avenue
P.O. Box 653
Milwaukee, Wisconsin 53201
April 1, 1984

Harris Truck and Trailer
Sales, Incorporated
I-55 and Airport Exit
P.O. Box 619
Cape Girardeau, Missouri 63701
January 1, 1984

Heil Equipment Company
of Philadelphia, Incorporated
1223 Ridge Pike
Conshohocken, PA 19428
January 1, 1984

Hews Company, Inc.
190 Rumery Street
P.O. Box 2520
South Portland, Maine 04106
January 18, 1984

Hilbilt Mfg. Company
Division of Hill Equipment Co.
Route 7, Box 5089
Benton, Arkansas 72015
January 1, 1984

Hill-Martin Corporation
P.O. Box 471
450 N. Main St.
Barre, VT 05641
June 1, 1984

Hispano American Corporation
P.O. Box 7295
Alexandria, Virginia 22307
May 15, 1984

Hobbs International, Inc.
P.O. Box
69 Keeler Avenue
Norwalk, Connecticut 06856
August 1, 1983

Hobbs Trailers
Division Fruehaug Corporation
P.O. Box 1568
Forth Worth, TX 76101
August 1, 1983

Honda of America Mfg., Inc.
24000 U.S. Route 33
Maryville, OH 43040
January 1, 1984

I-95 Truck Center, Inc.
P.O. Box Drawer 57
Smithfield, NC 27577
February 25, 1984

Illinois Auto Central, Inc.
4750 S. Central Avenue
Chicago, Illinois 60638
October 1, 1983

International Harvester Co.
401 North Michigan Avenue
Chicago, Illinois 60611
January 18, 1984

Iowa Mold Tooling Co., Inc.
500 Highway 18 West
Garner, Iowa 50438
June 1, 1984

Iroquois Mfg. Co., Inc.
Richmond Road
Hinesburg, Vermont 05461
March 1, 1984

Isometrics, Inc.
P.O. Box 660
1402 N. Scales Street
Reidsville, North Carolina 27320
March 31, 1984

IVECO Trucks of North America, I
3494 Progress Drive
Suite B
Bensalem, PA 19020
January 1, 1984

Jannell & Son Body Company
840 Cumberland Hill Road
Woonsocket, R.I. 02895
January 1, 1984

Jeep Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1984

F.L. Jursik Co.
245 Victor Avenue
Highland Park, MI 48203
July 1, 1983

Kaffenbarger Welding Company
10100 Ballentine Pike
New Carlisle, OH 45344
January 1, 1984

Kawasaki Motors Mfg. Corp., USA
6600 Northwest 27th Street
Lincoln, Nebraska 68524
January 1, 1984

Kay Wheel Sales Co., Inc.
1771 Tomlinson Road
Philadelphia, Pennsylvania 19116
September 24, 1984

Kencar Equipment Company
1906 Lakeview Avenue
Dayton, Ohio 45408-1398
January 1, 1984

Kentucky Manufacturing Company
P.O. Box 17185
Louisville, KY 40217
December 1, 1983

Keystone Coach Manufacturing Co.
of Florida, Inc.
501 Nova Road
Ormond Beach, Florida 32074
April 1, 1984

Kidron Body Company
13442 Emerson Road
Kidron, Ohio 44636
May 1, 1984

Lehigh Vally Packing Corp.
P.O. Box 196
Rt. 191 & Rt. 33 Interchange
stockertown, PA 18083
August 1, 1983

Loadcraft
Division of Allied Products Corp
P.O. Box 431
Highway 377 Curtis Field
Brady, TX 76825
November 1, 1983

LoDal, Inc.
East Blvd.
P.O. Box 2315
Kingsford, Michigan 49801
April 1, 1984

Long Trailer Service, Inc.
P.O. Box 5105
Greenville, South Carolina 29606
January 1, 1984

M&M Equipment, Inc.
P.O. Box 152
Lenbanon, New Hampshire 03766
March 14, 1984

Mack Trucks, Inc
P.O. Box M
Allentown, Pennsylvania 18105
January 1, 1984

Madison Truck Equipment, Inc.
2410 South Stoughton Road
Madison, Wisconsin 53716
October 22, 1983

Manning Equipment, Inc.
12000 Westport Road
P.O. Box 23229
Louisville, Kentucky 40223
April 16, 1984

Marion Body Works, Inc.
211 W. Eamsdell Street
P.O. Box 500
Marion, WI 54950-0500
May 1, 1984

Mark Body
Division of Core Industries, Inc.
50625 Richard W. Blvd.
Mt. Clemens, MI 48046-0128
April 1, 1984

Marmon Motor Co.
P.O. Box 402009
Garland, Texas 75040
September 1, 1983

McGraw Commercial Equipment Co. I
7200 East Fifteen Mile Road
Sterling Heights, Michigan 48077
August 1, 1983

Meadows Hydraulics Sales
and Service, Inc.
U.S. 13 and S. Division St.
P.O. Box Drawer "M"
Fruitland, Maryland 21826
September 24, 1983

Mercedes-Benz Truck Company, Inc.
4747 N. Channel Avenue
P.O. Box 3849
Portland, Oregon 97208
January 1, 1984

W. F. Mickey Body Co., Inc.
P.O. Box 2044
1505 Bethel Drive
High Point, North Carolina 27261
September 23, 1983

Mid West Truck Equipment Sales
Division of Electrographic Corp.
4041 No. Brush College Road
R.R. #7, Box 463F
Decatur, Illinois 62521
February 22, 1984

Middlekauff, Inc.
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1983

Mike & Joe Equipment Co., Inc.
Rochester Road Equipment, Inc.
1240 Jefferson Road
Rochester, N.Y. 14623
June 1, 1983

Millington Truck Body Co., Inc.
8440 N. State Street
P.O. Box 281
Millington, Michigan 48746
December 1, 1983

Monon Trailer
Division of Evans Transportation
P.O. Box 655
117 N. Walnut Street
Monon, Indiana 47959
August 1, 1983

Moore and Sons, Inc.
P.O. Box 30091
2900 Airways Boulevard
Memphis, Tennessee 38130
December 31, 1983

Morgan Trailer Mfg., Co.
t/a Morgan Corporation
Joanna Road
Box 258
Morgantown, PA 19543
January 1, 1984

Motor Truck Equipment Corporation
2950 Irving Blvd.
P.O. Box 47385
Dallas, Texas 75247
December 31, 1983

Mount Vernon Truck Body, Inc.
2222 S. 10th Street
Highway 37 South
Mount Vernon, Illinois 62864
August 1, 1983

Multi Body & Hoist Corp.
180 Varick Avenue
Brooklyn, NY 11237
December 1, 1983

Mutual Wheel Company
2345 Fourth Avenue
Moline, Illinois 61265
August 1, 1983

Nabors Trailer, Inc.
P.O. Box 979
Mansfield, Louisiana 71052
January 1, 1984

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, MI 49007
January 1, 1984

Nelson Manufacturing Company
6448 U.S. Route 224
R.R. #1
Ottawa, Ohio 45875
January 1, 1984

Neoplan USA Corporation
700 Gottlob Auwaeter Drive
Lamar, Colorado 81052
January 1, 1984

The Ness Company, Inc.
P.O. Box 667
270 N. Zarfoss Drive
West York Industrial Park
York, Pennsylvania 17405
January 1, 1984

New Method Equipment Company
P.O. Box 4638
707 - 27th Avenue, S.W.
Cedar Rapids, Iowa 52407
December 31, 1983

New World Edition, Inc.
4030 North Home Street
Mishawaka, Indiana 46545
January 1, 1984

Nissan Motor Manufacturing
Corporation U.S.A.
Nissan Drive
Smyrna, Tennessee 37167
June 1, 1984

Novi Manufacturing Company
25701 Seeley Road
Novi, MI 48050
November 1, 1983

Obrecht Trailer Mfg., Inc.
705 East New York Street
Knox, Indiana 46534
August 1, 1983

Ohio Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, Ohio 45232
December 10, 1983

Oilmen's Equipment Corporation
P.O. Box 2807
140 Cedar Spring Road
Spartanburg, SC 29304

Olson Trailer and Body Builders
Co.
P.O. Box 2445
2740 S. Ashland Avenue
Green Bay, Wisconsin 54306
August 1, 1983

Omana Standard, Inc.
2401 W. Broadway
Council Bluffs, Iowa 51501
January 1, 1984

Oshkosh Truck Corporation
2307 Oregon Street
P.O. Box 2566
Oshkosh, Wisconsin 54903
January 18, 1984

Ottawa Truck Division
Gulf & Western Manufacturing Co.
415 East Dundee Street
Ottawa, Kansas 66067
December 10, 1983

Outboard Marine Corporation
100 Sea Horse Drive
Waukegan, Illinois 60085
January 18, 1984

PACCAR, Incorporated
d/b/a Kenworth Truck Company &
Peterbilt Motors Company
P.O. Box 1518
Bellevue, Washington 98009
January 18, 1984

Palmer Spring Company
355 Forest Avenue
Portland, Maine 04101
January 18, 1984

Palmer Trailer Sales Co., Inc.
Route 20 East
Palmer, Mass. 01069
August 1, 1983

Peabody Galion
P.O. Box 607
500 Sherman Street
Galion, Ohio 44833
October 31, 1983

Peerless Division -
Lear Siegler Incorporated
18205 S.W. Boones Ferry Road
Tualatin, Oregon 97962
January 9, 1984

Perfection Equipment Company
5100 West Reno
Oklahoma City, Oklahoma 73127
January 12, 1984

Pezzani & Reid Equipment Co., In
3960 West Fort St.
Detroit, Michigan 48216
August 1, 1983

Phoenix Manufacturing, Inc.
375 West Union Street
Nanticoke, PA. 18634
February 20, 1984

Pioneer Heavy Duty Parts, Inc.
2000 Fall River Avenue (RT. 6)
Seekonk, Massachusetts 02771
August 1, 1983

Polaris Industries, Inc.
1225 North County Road 18
P.O. Box 1284
Minneapolis, Minnesota 55440
February 1, 1984

C.E. Pollard Company
13575 Auburn Avenue
Detroit, Michigan 48223
November 1, 1983

Power Brake Service & Equip. Co. Inc.
1022 Carnegie Avenue
Cleveland, Ohio 44115
December 31, 1983

Progress Industries, Inc.
400 East Progress Street
Arthur, Illinois 61911
October 1, 1983

PSI Mobile Products, Inc.
25 Eldridge
Mt. Clements, Michigan 48043
July 1, 1983

Quality Coach, Inc.
29194 Phillips Street
Elkhart, Indiana 46514
January 1, 1984

Quality Truck & Equipment Co.
P.O. Box 102
I-55 Beltline & Mercer Avenue
Bloomington, Illinois 61701
November 15, 1983

R/S Truck Body Company, Inc.
P.O. Box 420
Allen, Kentucky 41601
September 23, 1983

Raven Metal Product, Inc.
d/b/a Ravens Trailer Sales
5100 N. Wooster Highway
P.O. Box 525
Dover, Ohio 44622
September 1, 1983

Recreative Industries, Inc.
60 Depot Street
Buffalo, New York 14206
July 13, 1983

Reliable Spring Co., Inc.
10557 South Michigan Ave.
Chicago, Illinois 60628
August 1, 1983

Roberts Manufacturing, Inc.
P.O. Box 786
Elkhart, Indiana 46515
January 1, 1984

Rowen Products, Inc.
P.O. Box 332
Elkhart, Indiana 46515
January 1, 1984

Rowland Equipment, Inc.
2900 N.W. 73rd Street
Miami, Florida 33147
November 19, 1983

Ryder Service Center
Ryder Truck Rental Inc.
5115 Cockrell Hill Road
Dallas, Texas 75211
September 1, 1983

Ryder Truck Rental, Inc.
4709 West 96th Street
P.O. Box 68490
Indianapolis, Indiana 46206
January 1, 1984

Ryder Truck Rental, Inc.
Geryville Pike
P.O. Box 100
Pennsburg, PA 18073
August 1, 1983

Schien Body and Equipment Co.
North on University
Carlinville, Illinois 62626
August 1, 1983

Scientific Brake and Equipment C
P.O. Box 840
314 W. Genesee Avenue
Saginaw, Michigan 48606
January 19, 1984

Sharpsville Steel Equip. Co.
6th & Main Streets
Sharpsville, Pennsylvania 16150
January 2, 1984

Shear Truck Mfg. Co., Inc.
2321 East Pioneer Drive
Irving, TX. 75061
October 20, 1983

Skillcraft Industries, Inc.
355 Center Ct.
Venice, Florida 33595
September 1, 1983

Somerset Welding & Steel, Inc.
P.O. Box 735
733 S. Center Avenue
Somerset, Pennsylvania 15501
January 1, 1984

Special Trucks, Inc.
5040 Hoevel Road
Fort Wayne, Indiana 46806
January 1, 1984

Sportscraft, Inc.
57976 Co. Rd. 3
Elkhart, Indiana 46517
January 1, 1984

Starcraft Automotive Division
2703 College Ave.
Goshen, Indiana 46526
August 1, 1983

Steffen Incorporated
623 West 7th Street
Sioux City, Iowa 51103
November 4, 1983

T & J Industries, Inc.
13850 Wyandotte
P.O. Box 8620
Kansas City, Missouri 64114
September 1, 1983

Taylor-Dunn Mfg. Company
2114 West Ball Road
Anaheim, California 92804
October 3, 1983

Terex Corporation
State Route 91
Hudson, Ohio 44236
January 1, 1984

Thomas Built Buses, Inc.
1408 Courtesy Road
P.O. Box 2450
High Point, North Carolina 27261
March 1, 1984

Three R Industries Inc.
80380 Scotch Settlement
Romeo, Michigan 48065
June 1, 1983

Traffic Transport Engineering, Inc
28900 Goddard Road
Romulus, Michigan 48174
July 1, 1983

Tracey Road Equipment, Inc.
Manlius Center Road
P.O. Box 489
East Syracuse, NY 13057
May 1, 1984

Trailways Manufacturing, Inc.
P.O. Box 3169
2800 Rebel Drive
Harlingen, TX 78550
April 1, 1984

Transport Equipment Company
3400 - 6th Avenue, South
P.O. Box 3817
Seattle, Washington 98124
January 18, 1984

Travelcraft, Inc.
1135 Kent Street
Elkhart, Indiana 46514
January 1, 1984

Triangle Fleet Service
801 Coliseum Blvd. West
Fort Wayne, Indiana 46808
January 1, 1984

Trotter Equipment Inc.
Outer Washington Street
Watertown, NY 13601
March 1, 1984

Truck Equipment, Inc.
P O. Box 3265
1560 N.E. 44th Avenue
Des Moines, Iowa 50316
January 1, 1984

Truck Equipment, Inc.
P.O. Box 1086
85 East Longfield Avenue
Mansfield, Ohio 44901
March 16, 1984

Truck Equipment Distributors/
Division of Truck Parts &
Equipment Co.
2020 Southwest Blvd.
Tulsa, Oklahoma 74107
August 1, 1983

Truck Equipment Service Company
800 Oak Street
Lincoln, Nebraska 68521
January 1, 1984

Truck Parts & Equipment Co.
2120 Southwest Blvd.
Tulsa, OKlahoma 74107
October 1, 1983

Truck Parts and Equipment, Inc.
4501 West Esthner
Wichita, Kansas 67209
December 11, 1983

Truck & Trailer Equipment Co.
4214 West Mt. Hope-Road
P.O. Box 13126
Lansing, Michigan 48901
August 1, 1983

Truckers Equipment, Inc.
1501 N. Port Avenue
P.O. Box 4727
Corpus Christi, TX 78469-4727
December 1, 1983

Trucker Equipment, Inc.
2022 N. 77 Sunshine Strip
Harlingen, TX 78550
December 1, 1983

Twin Bay Industries, Inc.
8980 Cairn Highway
P.O. Box 37
Elk Rapids, Michigan 49629
April 30, 1983

ULTRAVAC Division of Cannon
Industries, Inc.
3822 W. Elm Street
P.O. Box 09336
Milwaukee, Wisconsin 53209
January 1, 1984

Unicell Body Company, Inc.
571 Howard Street
P.O. Box 426
Buffalo, NY 14240
January 1, 1984

Union City Body Company, Inc.
1015 West Pearl Street
P.O. Box 190
Union City, Indiana 47390
September 1, 1983

Unit Rig & Equipment Co.
P.O. Box 3107
Tulsa, Oklahoma 74101
January 1, 1984

Universal Go Tract of
Georgia Ltd.
963 Industrial Park Drive
Marietta, Georgia 30062
June 1, 1984

Van Con, Incorporated
123 Williams Street
Middlesex, New Jersey 08846
September 1, 1983

Van Vinyl, Inc.
27895 CR 10 West
Elkhart, Indiana 46514
January 1, 1984

Volkswagen of America, Inc.
888 W. Big Beaver Road
Troy, Michigan 48007-3951
October 11, 1983

Volvo White Truck Corporation
1031 Summit Avenue
P.O. Box D-1
Greensboro, N.C. 27402
January 1, 1984

Vulcan Trailer Manufacturing Co.
300 Industrial Parkway
Bessemer, Alabama 35020
October 1, 1983

WABCO Construction & Mining
Equipment, a Division of
American Standard, Inc.
2300 N.E. Adams Street
P.O. Box 240
Peoria, Illinois 61639
February 1, 1984

Wagoner Machinery Inc.
945 Safin Road
Columbus, Ohio 43204
October 1, 1983

Walter Equipment USA, Inc.
Northeastern Industrial Park
P.O. Box 279
Guilderland Center, NY 12085
January 1, 1984

Watkins Motor Trucks, Inc.
2325 West Second Street
Chester, PA 19016
August 1, 1983

Wayne Corporation
(An Indiana Head Company)
P.O. Box 1447
Industries Road
Richmond, Indiana 47374
Octol

Wayne Engineering Corporation
2412 West 27th Street
P.O. Box 648
Cedar Falls, Iowa 50613
October 1, 1983

Wheels and Brakes, Inc.
1270 Memorial Drive S.E.
Atlanta, Georgia 30316
August 1, 1983

Wheels and Brakes Inc.
4539 Rutledge Pike
Knoxville, Tennessee 37914
August 1, 1983

Winnebago Industries, Inc.
P.O. Box 152
Jct. Highways 9 & 69
Forest City, Iowa 50436
March 19, 1984

Wyman's Incorporated
Northfield Road
P.O. Box 541
Montpelier, Vermont 05602
July 1, 1983

York Truck Equipment, Inc.
P.O. Box 6493
Jacksonville, FL 32236
April 1, 1984

COMPANIES OPERATING UNDER THE MOTOR VEHICLES TARIFF ORDER 1965

Name and Location	Considered as Manufacturer of
Almac Industries Ltd. Pointe Aux Trembles, Quebec	Specified Commercial Vehicles
Amalgamated Metal Industries Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Belgium Standard Industries (Ontario) Ltd. Waterloo, Ontario	Specified Commercial Vehicles
Babcock Motor Bodies Limited Toronto, Ontario	Specified Commercial Vehicles
Brown H.E. Supply Co. North Bay, Ontario	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltd. Brantford, Ontario	Specified Commercial Vehicles
Chrysler Canada Ltd. Windsor, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Collins Manufacturing Co. Ltd. Burnaby, British Columbia	Specified Commercial Vehicles
Diesel Equipment Limited Toronto, Ontario	Specified Commercial Vehicles
Eastern Steel Products Company Cambridge (Preston), Ontario	Specified Commercial Vehicles
Edmonton Truck Body Ltd. Edmonton, Alberta	Specified Commercial Vehicles
Fleet Truck Bodies Inc. Montreal, Quebec	Specified Commercial Vehicles
Flyer Industries Ltd. Winnipeg, Manitoba	Buses
Ford Motor Company of Canada Ltd. Oakville, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Forman Tank and Welding Ltd. St. Marys, Ontario	Specified Commercial Vehicles
Fort Garry Industries Ltd. Winnipeg, Manitoba	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of
Freightliner of Canada Ltd. Burnaby, British Columbia	Specified Commercial Vehicles
G. & G. Welding Ltd. St. Leonard, Quebec	Specified Commercial Vehicles
General Motors of Canada Ltd. Oshawa, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Hutchinson Industries Downsview, Ontario	Specified Commercial Vehicles
Ideal Body Ltd. Quebec, Quebec	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Buses
Lacasse, V. Ltée St. Leonard, Quebec	Specified Commercial Vehicles
Larochelle, Phil Equipment Inc. Quebec, Quebec	Specified Commercial Vehicles
Mond Industries Limited Toronto, Ontario	Specified Commercial Vehicles
Multi-Vans Limited Bolton, Ontario	Specified Commercial Vehicles
Paccar of Canada Ltd. Ottawa, Ontario	Specified Commercial Vehicles
Prevost Car Inc. Ste. Claire Dorchester, Quebec	Buses
Reliance Truck & Equipment Limited Surrey, British Columbia	Specified Commercial Vehicles
Swartz Motor Bodies Ltd. Toronto, Ontario	Specified Commercial Vehicles
Thomas Built Buses of Canada Ltd. Woodstock, Ontario	Buses
Trailmobile Canada Limited Brantford, Ontario	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of
Universal Sales Limited Saint John, New Brunswick	Specified Commercial Vehicles
Volvo (Canada) Ltd. Toronto, Ontario	Automobiles
Wajax UEC Limited Markham, Ontario	Specified Commercial Vehicles
Welles Corporation Ltd. Windsor, Ontario	Buses and Specified Commercial Vehicles
Wilson's Truck Body Shop Ltd. Truro, Nova Scotia	Specified Commercial Vehicles

DESIGNATED COMPANIES UNDER PARAGRAPH 2(3) OF THE MOTOR VEHICLES TARIFF ORDER

Name and Location	Designated by
Blue Bird Quebec St. Lin, Quebec	Canadian Blue Bird Coach Ltd. Brantford, Ontario
Canadian Blue Bird Sales Co. Hartford, Ontario	Canadian Blue Bird Coach Ltd. Brantford, Ontario
Chrysler Truck Centre Ltd. Rexdale, Ontario	Chrysler Canada Ltd. Windsor, Ontario
Edinburgh Electric Ltd. Toronto, Ontario	Diesel Equipment Ltd. Toronto, Ontario
Mobile Tank Industries Ltd. Agincourt, Ontario	Almac Metalcraft Inc. Pointe aux Trembles, Quebec
J.J. Taylor and Sons Limited Concord, Ontario	Diesel Equipment Ltd. Toronto, Ontario

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

Name and Location	Considered as Manufacturer of
American Motors (Canada) Ltd. Brampton, Ontario	Automobiles and Specified Commercial Vehicles
Aurora Cars Ltd. Richmond Hill, Ontario	Automobiles
Bombardier Inc. Division du matériel logistique Valcourt, Quebec	Specified Commercial Vehicles
Canadian Disposal Equipment Co. Ltd. Toronto, Ontario	Specified Commercial Vehicles
Care Equipment Mfg. Co., Ltd. Breslan, Ontario	Specified Commercial Vehicles
Central Truck Body Co. Ltd. Weston, Ontario	Specified Commercial Vehicles
Champion Truck Bodies Ltd. Montreal, Quebec	Specified Commercial Vehicles
Childs Truck Bodies Ltd. Stoney Creek, Ontario	Specified Commercial Vehicles
Commercial Vans Incorporated Mississauga, Ontario	Specified Commercial Vehicles
Contran Mfg. Ltd. London, Ontario	Specified Commercial Vehicles
D & G Roussy Industries, Ltd. London, Ontario	Specified Commercial Vehicles
Dresser Canada Inc. Mississauga, Ontario	Specified Commercial Vehicles
George C. Doerr Body & Trailer Co. Cambridge, Ontario	Specified Commercial Vehicles
Dominion Truck Bodies, Ltd. Mississauga, Ontario	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of
Funcraft Vehicles (1981) Ltd. Cambridge, Ontario	Specified Commercial Vehicles
Girardin Vehicles Industries Cambridge, Ontario	Buses
Hal-Vey Industries Ltd. Calgary, Alberta	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Automobiles (Travelalls) Specified Commercial Vehicles
Lennox Van Inc. Lennoxville, Quebec.	Specified Commercial Vehicles
McEwan Tougard Industries Bracebridge, Ontario	Specified Commercial Vehicles
Mack Canada Inc. Islington, Ontario	Specified Commercial Vehicles
Marathon Electric Vehicles Inc. St. Leonard Montreal, Quebec	Specified Commercial Vehicles
Motor Coach Industries Ltd. Winnipeg, Manitoba	Buses
Ontario Bus Industries Inc. Mississauga, Ontario	Buses
Ottawa Truck Bodies Ltée/Ltd. Ottawa, Ontario	Specified Commercial Vehicles
Pettibone (Canada) Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Pollock Equipment Strathroy, Ontario	Specified Commercial Vehicles
Remtec Inc. Chambly, Quebec	Specified Commercial Vehicles
Red Top Equipment Company Limited Orillia, Ontario	Specified Commercial Vehicles
Superior Bus Mfg. Ltd. Morris, Manitoba	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of
Sturdy Truck Body (1972) Limited Kitchener, Ontario	Specified Commercial Vehicles
Teal Manufacturing Ltd. Windsor, Ontario	Specified Commercial Vehicles
Thermo-King Western Ltd. Edmonton, Alberta	Specified Commercial Vehicles
Transit Van Bodies Inc. Laval, Quebec	Specified Commercial Vehicles
Triangle Truck Equipment Ltd. Waterloo, Ontario	Specified Commercial Vehicles
Truck Equipment & Service Co. Agincourt, Ontario	Specified Commercial Vehicles
Universal Handling Equipment Co. Hamilton, Ontario	Specified Commercial Vehicles
Walter Motor Trucks of Canada Ltd. Ville D'Anjou, Montreal, Quebec	Specified Comeurcial Vehicles
Welles Corp. Ltd. Windsor, Ontario	Specified Commercial Vehicles
Westank-Willock A Div. of Willock Industries Ltd. Regina, Saskatchewan	Specified Commercial Vehicles
Western Star Truck Inc. Kelowna, British Columbia	Specified Commercial Vehicles